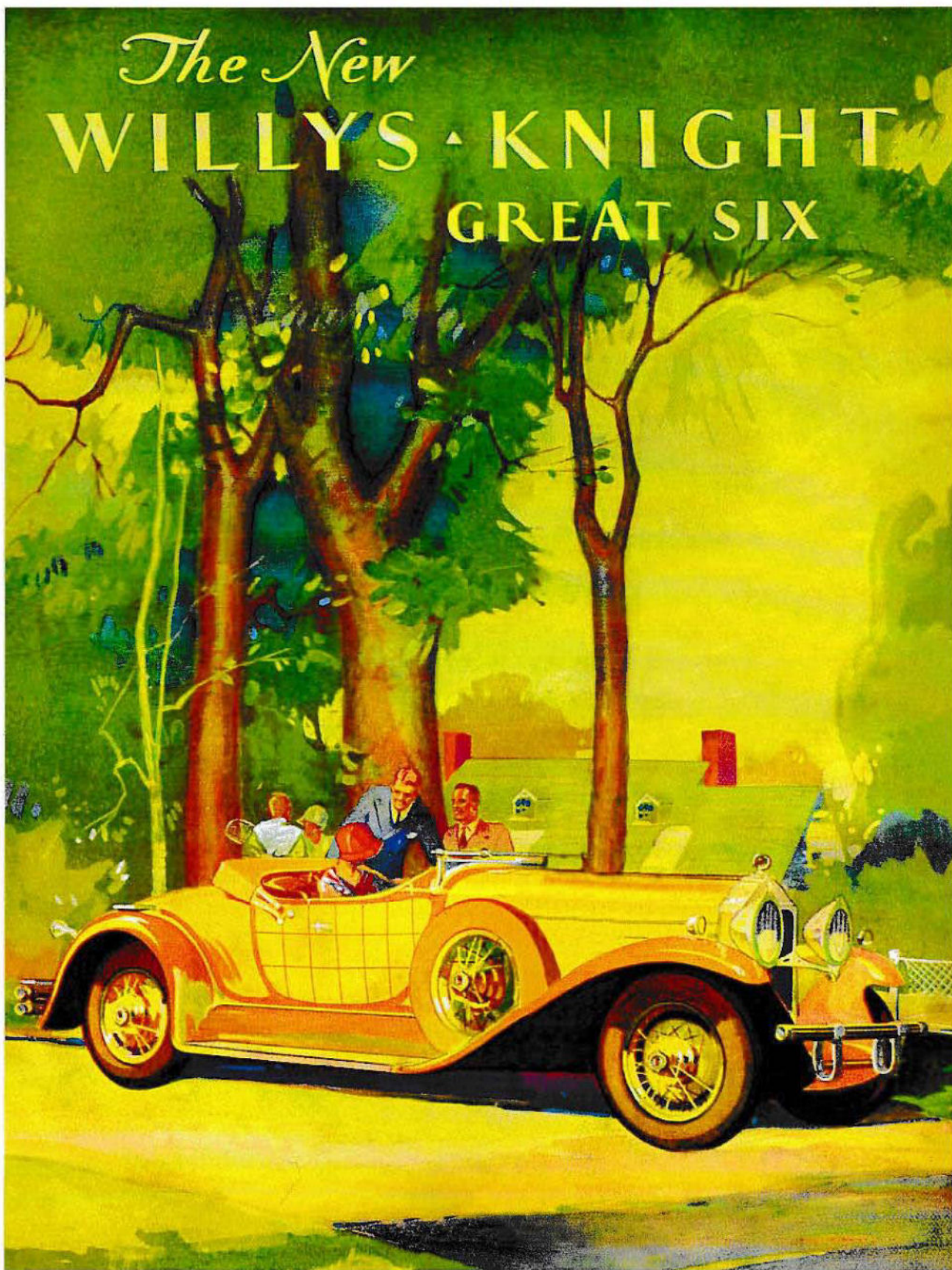


The New
WILLYS-KNIGHT
GREAT SIX



The New **WILLYS-KNIGHT** *Great SIX*

*Distinctive in Beauty . . .
Luxurious in appointment*

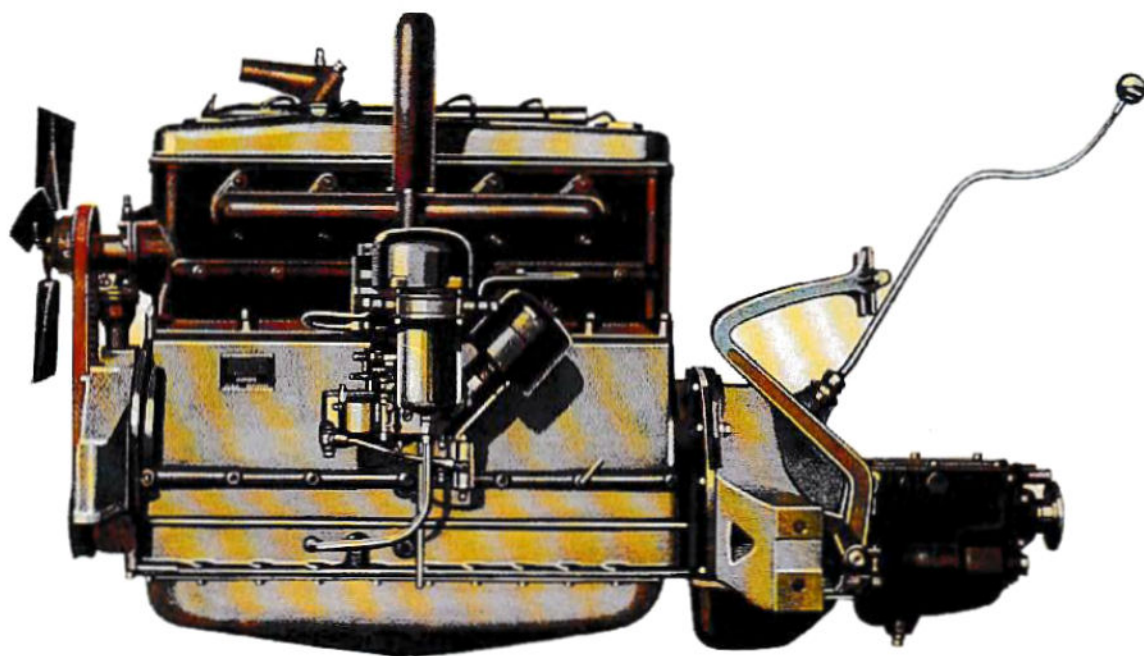
THE new Willys-Knight Great Six is the most distinctively beautiful motor car that Willys-Overland has ever designed. No other car of the time so completely expresses supreme mastery of modern style.

Such graceful sweep of line, such perfection of symmetry and proportion, such rich harmony of colour, such tasteful elegance of finish—all combine in a distinguished ensemble that testifies to the achievement of new ideals in fine motor car design.

The spacious interiors of the new Willys-Knight Great Six are luxuriously appointed and embody many exquisite refinements.

Mechanically as well as artistically, the new Willys-Knight Great Six is advanced and perfected to a degree which few of the most costly automobiles ever attain. Only an organization with tremendous resources, complete facilities and long years of experience could have produced so outstanding a triumph of ultra-modern design and scientific engineering.





The **WILLYS-KNIGHT** *Patented Double Sleeve-Valve* **ENGINE**

*Brought to an even higher point
of speed, power and efficiency in
the new Willys-Knight Great Six*

THE remarkably simple design of the *patented* Knight engine results in an unusual degree of smoothness, silence, economy and endurance. In each cylinder, two sturdy metal sleeves move quietly up and down—one within the other, in a protective film of oil—admitting gasoline vapor and expelling burned gases through ports in their sides. These sleeves combine with the dome-shaped cylinder head to form a perfectly sealed combustion chamber, assuring high uniform compression at all times, at all speeds and *with any gas*.

And now, in the new Great Six, the Willys-Knight sleeve-valve engine reaches its highest development—faster, smoother, more powerful and more efficient than ever before.



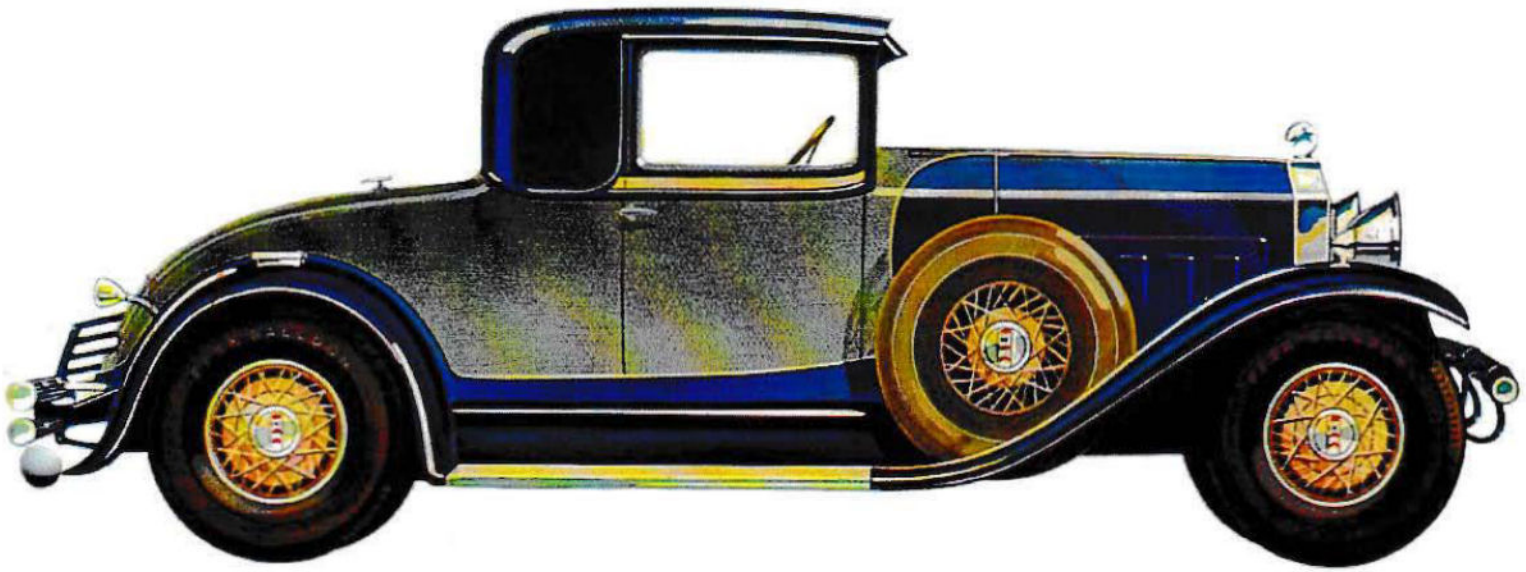
The 5-Passenger
— **COUPE**

ONE of the most distinctive models in the new Great Six line. Trunk and trunk rack standard equipment, also six wire wheels.



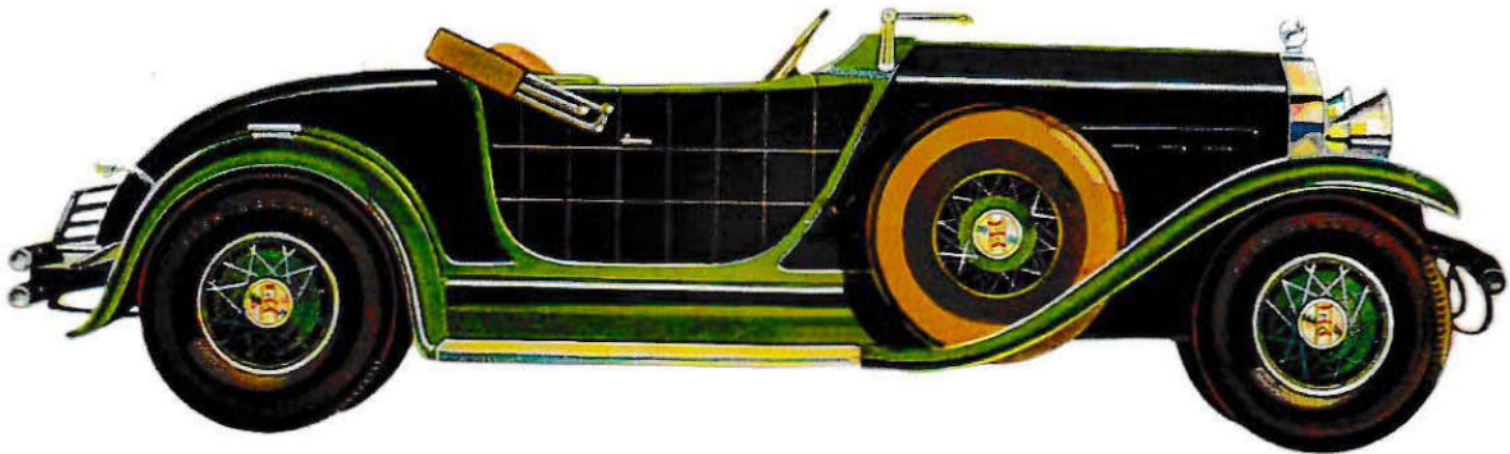
The 5-Passenger
— **SEDAN**

LINES, finish and color blending of a truly patrician quality. Interior of rare comfort and beauty. Trunk rack and six wire wheels standard equipment.



SETTING a new trend in design for the personalized model. Rumble seat for two extra passengers. Trunk rack and six wire wheels are standard.

The
— **COUPE**



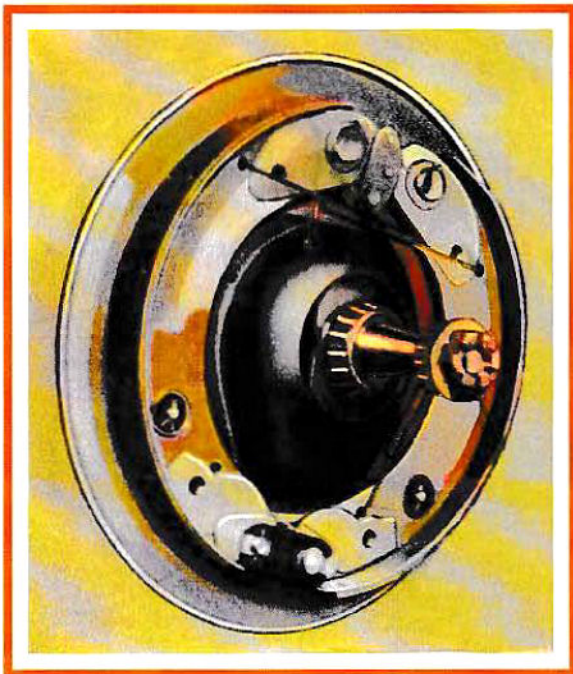
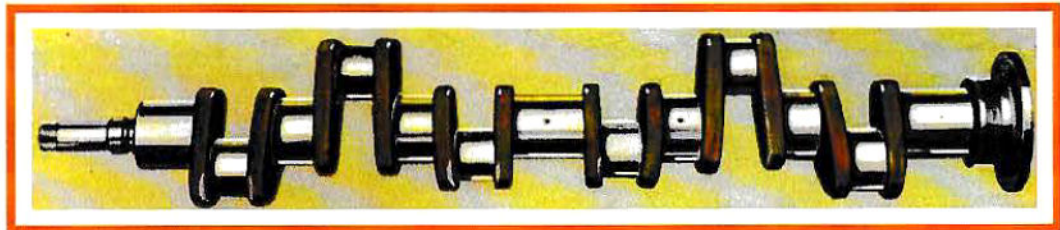
WITHOUT exception, undoubtedly the handsomest and most stylish sport model of the time. Folding rumble seat. Trunk rack and six wire wheels are standard equipment.

The
— **ROADSTER**



The artistic instrument panel of the new Willys-Knight Great Six, showing all instruments grouped in a setting of beauty and dignity.

The heavy, perfectly balanced seven-bearing crankshaft of the new Willys-Knight Great Six reduces vibration to the barest minimum.



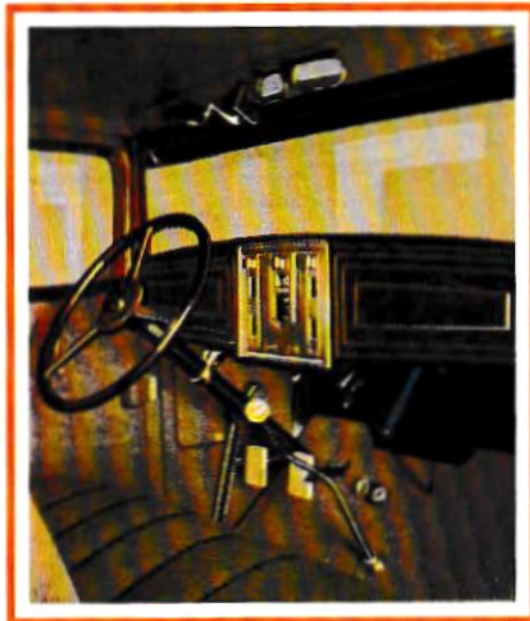
Full internal four-wheel brakes, protected from wet weather, give a more balanced equalization of braking.



The automatic radiator shutters on the Great Six help maintain proper engine temperature.



The spacious, tastefully appointed rear compartment of the new Willys-Knight Great Six Sedan.



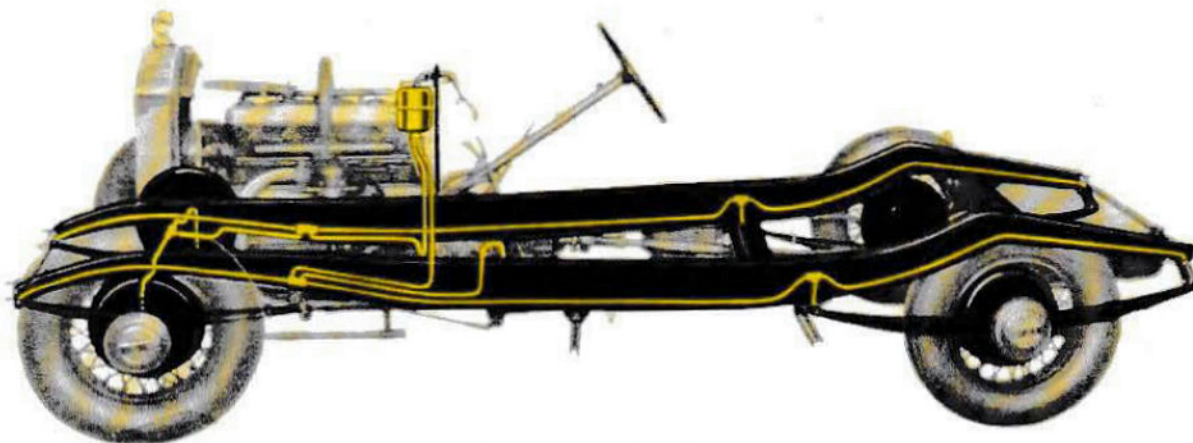
Adjustable steering post with three-spoke, narrow-rim wheel. Front seat is also adjustable.



Front view, showing the aristocratic radiator and hood, sweeping fenders and tilt-beam head lamps.



"Finger-Tip Control"—one button in center of steering wheel starts motor, operates lights and sounds horn.



Chassis of the new Willys-Knight Great Six, showing the Bijur one-shot lubrication system. Simply by pressing a pedal on the toe-board, all essential parts are lubricated.

SPECIFICATIONS OF THE NEW WILLYS-KNIGHT GREAT SIX

ENGINE: 6-cylinder double sleeve-valve type, 3 $\frac{3}{4}$ -inch bore, 4 $\frac{1}{4}$ -inch stroke. Cylinders cast en bloc. N.A.C.C. horsepower rating 27.34; actual brake horsepower 82, at 3200 R.P.M. Seven-bearing crankshaft. Aluminium alloy pistons, Nelson type, invar steel strut. Air cleaner, gasoline filter and oil rectifier. Silent timing chain, automatic adjustment. Submerged type cylinder heads, removable.

LUBRICATION: Full force-feed to crankshaft, eccentric shaft, and connecting rod bearings, piston pins and timing chain. Spray to sleeves and pistons. Automatic oil control valve. Pressure gauge on instrument panel, "bayonet type" oil gauge on the left side of crankcase. Automatic oil rectifier prevents over-oiling and crankcase dilution. Oil capacity 8 quarts. Centralized lubricating system and Alemite pressure gun for chassis.

COOLING SYSTEM: Cellular type radiator with thermostatically controlled built-in shutter. Pump circulation. Four-blade fan. Pump and fan driven by adjustable "V" belt. Heat indicator on instrument panel. Capacity of cooling system 5 $\frac{1}{4}$ gallons.

CLUTCH: Single plate dry disc type, easily adjustable. Clutch release bearing lubricated by centralized chassis lubricating system.

TRANSMISSION: Selective sliding gear—3 speeds forward and 1 reverse. Double shaft ball type shifts.

REAR AXEL: Semi-floating. One-piece pressed steel housing, "banjo type." Removable inspection plate. Adjustable Timken roller bearings throughout.

FRONT AXEL: Reverse Elliott type; I-beam section drop-forged in one piece and heat-treated, steering knuckle carried on Timken thrust bearing.

STEERING GEAR: Cam and lever type. Semi-irreversible. Adjustable steering post. Steering wheel diameter, 18 inches.

ELECTRICAL SYSTEM: Two unit, 6 volt generator and starting motor. USL battery. Single wiring system. Starting motor acts on flywheel through Bendix drive pinion. Finger-Tip Control at center of steering wheel operates lights, horn and starting motor.

IGNITION: Semi-automatic distributor. Manual control on dash. Electro-lock.

BRAKES: Four-wheel Bendix internal expanding, duo-servo type. Emergency brake operates on all four wheels.

SPRINGS: Semi-elliptic, chrome vanadium steel. Front springs 39 inches long; rear springs 57 $\frac{1}{4}$ inches long. Watson Stabilators front and rear.

WHEELS: Demountable wire wheels. Full balloon tires, 31" x 6.00".

WHEELBASE: 120 inches.

FENDERS: Full crown, heavy metal, one-piece type.

GASOLINE SYSTEM: Main gas tank at rear of frame. Capacity 18 gallons. Electric gasoline gauge on instrument board. Tillotson pump-well type carburetor. Vacuum fuel system. Manually controlled heat to intake manifold.

EQUIPMENT: Automatic windshield cleaner, rear view mirror, combination stop and tail light, separate backing light, speedometer, high frequency vibrating type horn, two extra wire wheels carried in fender wells, full set of tools, mono-controlled windshield on enclosed cars, parking lights mounted on front fenders. Watson Stabilators front and rear, Trunk rack.

*Note: We reserve the right to change prices, colors and other specifications without notice.
Equipment other than standard, extra.*

WILLYS-OVERLAND, INC., TOLEDO, OHIO
Willys-Overland Sales Company, Ltd., Toronto, Canada
The John N. Willys Export Corporation, Toledo, Ohio

Willys-Overland Crossley, Ltd., Stockport, England

Willys-Overland Crossley G m b h, Berlin, Germany