

## **1906 FORD – MODEL K**

### **Touring**

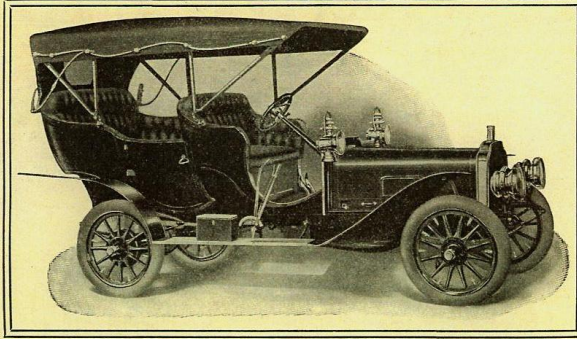
Henry Ford designed, built and raced race cars to learn what worked best and became a recognized automotive engineer. To offer a large and prestigious model to compete with the other expensive automobiles, the 1906 Model K was introduced in January 1906, at the NY Automobile show.

Due to company production issues, the Model K and the smaller Model N were not released for sale until July 1906, even though Models B, C and F were discontinued by May. The drive train and engine for the Model K were made by the Dodge Bros. and the car was assembled at the Ford Piquette Plant. The car had a wheelbase of 114” with a tulip style touring body and a larger 6-cylinder 40 HP engine with dual ignition and a magneto. The auto had dual rear brakes in addition to a transmission brake, larger 34” x 4” wheels, new planetary gear steering reduction and initially a “pig” head radiator which was quickly changed.

The Model was difficult to sell and its reliability gained a poor reputation. The Model K was initially offered at an expensive price of \$2,500 and after 30 months only 950 automobiles were produced.

All Models will be exhibited at Philadelphia Auto Show, Space 12, 13 and 14

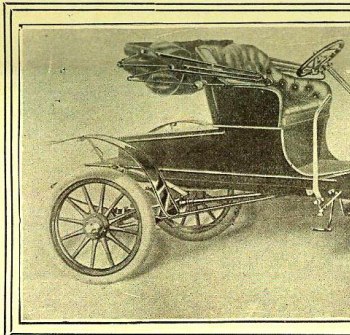
# FORD SIX-CYLINDER TOURING CAR \$2500



Model "K" 6 cylinders vertical  $4\frac{1}{2} \times 4\frac{1}{4}$ . 40 H. P. Speed 50 miles per hour to 4 miles on a high gear. Improved planetary transmission. 114-inch Wheel Base. Perfected magneto ignition. Mechanical oiler. Weight 2400 pounds.

**T**HE six cylinders of Model "K" gives three impulses to every revolution of the shaft and transmits a more steady flow of power to the wheels than any other engine. The great surplus of energy makes possible the transmitting power through several changes of gear. The gasoline and economy cup was awarded to a 1906 Ford Model "K" in Los Angeles, Cal., with a record of 8 gallons, 1 pint of gas to 100 miles. He had one tire puncture, crossed three mountain ranges, crossed the San Diego River and on the ferry across the San Diego Bay, 172 miles, a weight 715 pounds, with 80 pounds of baggage added. Total expense of February 1, 1906.

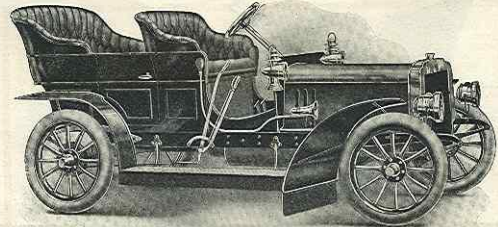
FORD  
MODEL "F"  
12 to 15 H. P. Chain  
Drive.  
Price \$1000



Model "N" Runabout. 4 cylinders vertical. 15 H. P. 84-inch Wheel Base. Speed 40 miles on high gear. Weight 800 pounds.

## FORD MOTOR

### AUTOMOBILES



#### 1906 Ford 6 Cylinder Touring Car Price \$2,500

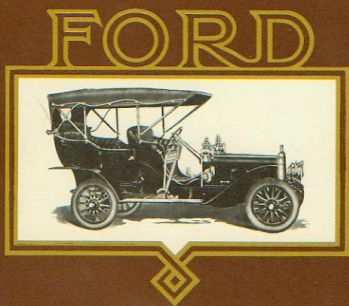
6 cylinders---40 h. p. 4 to 50 miles per hour on high gear. *Perfected* magneto ignition---mechanical oiler, 114 inch wheel base, luxurious body for 5 passengers, weight 2000 pounds.

**1906 Ford Runabout**, as advanced as our touring car in design and even more surprising in price---will be fully illustrated and described in our next advertisement.

Both these Cars on exhibition at the New York Automobile Show.

**Ford Motor Company**  
Detroit, Mich.

Members American Motor Car Manufacturers Association, Chicago. Canadian Trade supplied by the Ford Motor Co. of Canada, Ltd., Walkerville, Ont.



## 1906 / 08 Ford – Model “K” / 40 HP (Specifications)

### Mechanical / Performance Information

<b>Cylinders:</b>	<b>6</b> Vertical
<b>Pistons and Stroke:</b>	<b>4½” x 4¼”</b>
<b>Horsepower (HP):</b>	<b>40</b>
Ratio (lb. / HP):	60 to 1
Horsepower (SAE):	28.9
Engine Crankcase:	Horizontal /Heads
<b>Flywheel:</b>	<b>65 lbs. (14”dia)</b>
Tank - Gas:	15 gallons capacity, Under front seat
Tank - Water:	None
<b>Radiator:</b>	Vertical tubes w/Fins Under hood
<b>Oiler:</b>	<b>8 under hood</b>
<b>Steering:</b>	Right side/ <b>Gear</b>
<b>Reduction</b>	
<b>Speed - Maximum:</b>	50 mph
Drive Train:	Enclosed Driveshaft
<b>Weight:</b>	<b>2400 lbs.</b>
<b>Wheel Base:</b>	<b>114”</b>
Tread:	56”
<b>Tires - Size:</b>	<b>34” x 4”</b>
<b>Rear End:</b>	<b>Closed Housing</b>
<b>Brakes:</b>	Internal, Expanding Back Wheels

### Body Information

Frame - Car:	Pressed Steel
Frame - Engine:	None
Fender - Front:	Attached to Frame
Fender - Rear:	Attached to Frame
Springs - Front:	Half Elliptical
Springs - Rear:	Full Elliptical
Body Styles:	Touring (1906 - 08) Roadster (1907 - 08)
Color - Body:	Royal Blue ...
Color - Gear:	Blue, Yellow
<b>Equipment:</b>	2 Side lamps, Horn
<b>Accessories:</b>	Gas Lamps, Top
Door(s) - Rear:	Side Entrance
Seating - Capacity:	2 Front, 3 Rear
Seating - Front:	Bench Style
Seating - Rear:	Bench Seat
Steps:	Running board

*Sales Period: From April, 1906 to Sept, 1908*  
*950 Automobiles Produced / 23 Survivors (3%)*

*Highlighted Text highlights changes from previous Ford model*

### Issues and Improvements Needed:

- Car frame too weak (Addition of truss rods – 1906 & 1907),
- Old body styling (Old curve Tulip style changed to straight lines - 1907)
- Improve cooling system (Added fan and larger radiator – 1906 & 1907),
- Reliability issues (Engine too powerful for transmission),
- Model not consistent with Ford’s vision  
(Simple, Strong, Light, Reliable and Affordable)