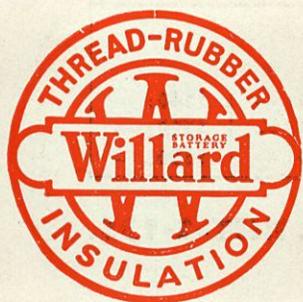


# Willard

LUETTELO 1938



*Automatkanne huoleton,  
jos autossanne Willard on*

# Willard-henkilöautoakut

| Koko mm  |        |         | A/t   | Amp.    | Levyyluku | Kaapelien<br>kytkintapa | WILLARD<br>MALLI | Tilaus<br>N:o | H I N N A T |         |                           |                    |
|--|--------|---------|-------|---------|-----------|-------------------------|------------------|---------------|-------------|---------|---------------------------|--------------------|
| Pituus   | Leveys | Korkeus | 20 t. | 20 min. |           |                         |                  |               | EROTTAJAT   |         | Ensivaraus<br>ja<br>happo | Hinta<br>ladattuna |
|  |        |         |       |         |           |                         | Erikois-<br>kumi | Puiset        |             |         |                           |                    |
| <b>Pienoisryhmä = 175 mm pitkä</b> (DKW, Ford-Junior, Hanomag y.m.)                |        |         |       |         |           |                         |                  |               |             |         |                           |                    |
| 175 × 175 × 225  |        |         | 58    | 70      | 9         | A                       | RS-9             | 3878          | 775: —      |         | 25: —                     | 800: —             |
| » » »  |        |         | 58    | 70      | 9         | A                       | WS-9             | 3839          |             | 575: —  | 25: —                     | 600: —             |
| <b>1:nen ryhmä = 230 mm pitkä</b>  |        |         |       |         |           |                         |                  |               |             |         |                           |                    |
| 230 × 170 × 225  |        |         | 120   | 152     | 17        | A                       | RHT-1-120        | 4489          | 1070: —     |         | 30: —                     | 1100: —            |
| » × 170 × 220  |        |         | 110   | 134     | 17        | A                       | WST-1-110        | 4191          |             | 900: —  | 30: —                     | 930: —             |
| 230 × 180 × 225  |        |         | 90    | 114     | 13        | A                       | RHT-1-90         | 4659          | 820: —      |         | 30: —                     | 850: —             |
| » » »  |        |         | 90    | 114     | 13        | B                       | RHT-1-90         | 4679          | 820: —      |         | 30: —                     | 850: —             |
| » » »  |        |         | 90    | 114     | 13        | A                       | WHT-1-90         | 4658          |             | 700: —  | 30: —                     | 730: —             |
| » » »  |        |         | 80    | 100     | 13        | A                       | WT-1-13          | 4660          |             | 560: —  | 30: —                     | 590: —             |
| » » »  |        |         | 80    | 100     | 13        | B                       | WT-1-13          | 4670          |             | 560: —  | 30: —                     | 590: —             |
| <b>2:nen ryhmä = 260 mm pitkä</b>  |        |         |       |         |           |                         |                  |               |             |         |                           |                    |
| 260 × 180 × 225  |        |         | 135   | 171     | 19        | A                       | RHT-2-135        | 4493          | 1560: —     |         | 40: —                     | 1600: —            |
| » » »  |        |         | 120   | 152     | 17        | A                       | WHT-2-120        | 4644          |             | 1110: — | 40: —                     | 1150: —            |
| » » »  |        |         | 105   | 133     | 15        | A                       | RHT-2-105        | 4490          | 1160: —     |         | 40: —                     | 1200: —            |
| » » »  |        |         | 105   | 133     | 15        | A                       | WHT-2-105        | 4491          |             | 960: —  | 40: —                     | 1000: —            |
| » » »  |        |         | 95    | 117     | 15        | A                       | WT-2-95          | 4092          |             | 760: —  | 40: —                     | 800: —             |
| <b>3:s ryhmä = 270 mm pitkä — matala malli</b> (Ford-V8, Terraplane, Hudson y.m.)  |        |         |       |         |           |                         |                  |               |             |         |                           |                    |
| 270 × 175 × 200  |        |         | 110   | 134     | 19        | B                       | RMB-110          | 4240          | 1060: —     |         | 40: —                     | 1100: —            |
| » 185 »  |        |         | 100   | 115     | 17        | B                       | WMB-100          | 4155          |             | 710: —  | 40: —                     | 750: —             |
| <b>4:s ryhmä = 300 mm pitkä</b>  |        |         |       |         |           |                         |                  |               |             |         |                           |                    |
| 300 × 180 × 235  |        |         | 136   | 160     | 17        | A                       | RH-4-17          | 4122          | 1500: —     |         | 50: —                     | 1550: —            |
| » » 225  |        |         | 115   | 140     | 17        | A                       | WS-4-17          | 4077          |             | 1200: — | 50: —                     | 1250: —            |
| <b>5:s ryhmä = 330 mm pitkä</b>  |        |         |       |         |           |                         |                  |               |             |         |                           |                    |
| 330 × 180 × 250  |        |         | 153   | 180     | 19        | A                       | RH-5-19          | 4123          | 1740: —     |         | 60: —                     | 1800: —            |
| » » 235  |        |         | 129   | 158     | 19        | A                       | WS-5-19          | 3798          |             | 1400: — | 60: —                     | 1460: —            |
| <b>6:s ryhmä = 493 mm pitkä</b> (1938 Buick, Pontiac, Oldsmobile-vaunuihin sopiva) |        |         |       |         |           |                         |                  |               |             |         |                           |                    |
| 493 × 101 × 230  |        |         | 95    | 117     | 15        | C                       | WT-2-95D         | 1927          |             | 800: —  | 40: —                     | 840: —             |
| <b>7:s ryhmä = 525 mm pitkä</b> (Lincoln, Cadillac y. m. autoja varten)            |        |         |       |         |           |                         |                  |               |             |         |                           |                    |
| 525 × 140 × 220  |        |         | 143   | 175     | 21        | C                       | RSB-21D          | 92056         | 1800: —     |         | 60: —                     | 1860: —            |
| » » »  |        |         | 143   | 175     | 21        | C                       | WSB-21D          | 94056         |             | 1600: — | 60: —                     | 1660: —            |
| <b>8:s ryhmä = 12 voltin akkuja</b>  |        |         |       |         |           |                         |                  |               |             |         |                           |                    |
| 230 × 180 × 203  |        |         | 37    | 43      | 7         | D                       | WM-7-6           | 3565          |             | 1100: — | 40: —                     | 1140: —            |
| 295 × 180 × 235  |        |         | 55    | 65      | 7         | D                       | JRR-26           | 72350         | 1700: —     |         | 50: —                     | 1750: —            |
| 315 × 180 × 225  |        |         | 45    | 53      | 7         | D                       | WS-3-7           | 4225          |             | 1050: — | 50: —                     | 1100: —            |

Suosittamme suurtehoakkuja ryhmä 1 : RHT-1-120 ja ryhmä 2 : RHT-2-135.

# Willard-akkuja

linja-autoja, moottoriveneitä ja -pyöriä varten

| Koko mm   |        |         | A/t   | Amp.    | Levyluku   | Kaapeliin kiinnitys | WILLARD MALLI | Tilaus N:o | H I N N A T |        |                      |                 |
|---|--------|---------|-------|---------|------------|---------------------|---------------|------------|-------------|--------|----------------------|-----------------|
| Pituus  | Leveys | Korkeus | 20 t. | 20 min. |            |                     |               |            | EROTTAJAT   |        | Ensi varaus ja happo | Hinta ladattuna |
|   |        |         |       |         |            |                     |               |            | Erikoiskumi | Puiset |                      |                 |
| <b>6 voltin WILLARD-linja-auto- ja moottoriveneakut</b>           |        |         |       |         |            |                     |               |            |             |        |                      |                 |
| 595 × 190 × 270   | 228    | 255     | 25    | C       | DRG-25-3   | 4608                | 3200:—        | 100:—      | 3300:—      |        |                      |                 |
| 430 × » × »   | 152    | 170     | 17    | C       | DRG-17-3   | 4606                | 2300:—        | 80:—       | 2380:—      |        |                      |                 |
| <b>12 voltin WILLARD-linja-auto- ja moottoriveneakut</b>          |        |         |       |         |            |                     |               |            |             |        |                      |                 |
| 520 × 280 × 260   | 160    | 192     | 17    | E       | DRG-17-6 E | 4616                | 4300:—        | 120:—      | 4420:—      |        |                      |                 |
| » × 250 × »   | 140    | 168     | 15    | E       | DRG-15-6 E | 4613                | 3900:—        | 100:—      | 4000:—      |        |                      |                 |
| » × 220 × »   | 120    | 144     | 13    | E       | DRG-13-6 E | 4610                | 3400:—        | 80:—       | 3480:—      |        |                      |                 |
| <b>WILLARD-moottoripyöreeakut</b> (Harley-Davidson, Indian y. m.) |        |         |       |         |            |                     |               |            |             |        |                      |                 |
| 165 × 97 × 190  | 29     | 32      | 9     |         | MBW-9-3    | 3999                | 600:—         | 25:—       | 625:—       |        |                      |                 |
| 100 × 90 × 180  | 14½    | 18      | 5     |         | MCW-5-3    | 3978                | 560:—         | 20:—       | 580:—       |        |                      |                 |
| 115 × 100 × 215   | 23     | 28      | 5     |         | MFW-5-3    | 3993                | 600:—         | 20:—       | 620:—       |        |                      |                 |
| 165 × 97 × 165  | 24     | 28      | 5     |         | MDW-5-3    | 4377                | 560:—         | 20:—       | 580:—       |        |                      |                 |

**H u o m.!** Uuden Willard-akun ensivaraukseen käytettävän rikkihappoliuoksen tulee ehdottomasti olla puhdasta sekä lyijylevyakkuihin soveltuvaa. Samoin on ominaispainon oltava akuille sopivan. Willard-akkujen liuoksen ominaispaino on seuraava:

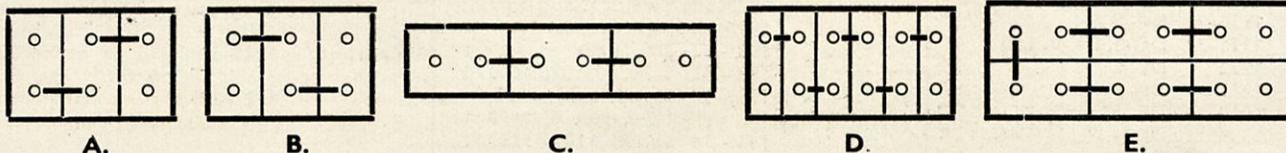
**1,265 Erikoiskumierottajilla varustettuihin:** Täytettäessä kaatakaa liuosta 2,5 cm yli erottajien yläreunan. 3 tunnin kuluttua voitte alottaa ensivarauksen.

**1,345 Puuerottajilla varustettuihin:** Täytettäessä kaatakaa liuosta 1 cm yli erottajien yläreunan. 5 tunnin kuluttua voitte alottaa ensivarauksen.

**1,270—1,290 on täysin ladatun Willard-akun hapon ominaispaino.**

Älkää käyttäkö akkuja, jossa on pienempi amperituntimäärä kuin mitä autotehdas on kuhunkin autoon määrännyt. Asettakaa autoon aina tehokkain akku, sillä käynnistys, sytytys ja valaistus toimivat silloin moitteettomasti. Tämän tullette parhaiten huomaamaan kylmänä vuoden aikana.

**Kaapeliin kytkettävät akkunapoihin:**



**Huom.!** Täydellinen varasto Willard akkuja ja varaosia.

Edustaja: .....

# Henkilöautojen akkuryhmä-erittely

| Auto               | Vuosi   | Malli                | Ryhmä | Auto              | Vuosi   | Malli                                  | Ryhmä | Auto               | Vuosi            | Malli                     | Ryhmä |
|--------------------|---------|----------------------|-------|-------------------|---------|--|-------|--------------------|------------------|---------------------------|-------|
| <b>Auburn</b>      | 1925-31 | Kaikki 6 sil.        | 1     | <b>Graham</b>     | 1930    | Std 6                                  | 1     | <b>Oldsmobile:</b> | 1935-37          | Kahdeksikko               | 2     |
|                    | 1925-29 | 8-77, 8-90, 8-95     | 1     |                   | 1930-31 | Sp. 6, Std 8, Sp. 8                    | 2     |                    | 1938             |                           | 6     |
|                    | 1930-37 | Kaikki 8 sil.        | 2     |                   | 1930    | Custom 8                               | 4     | <b>Packard</b>     | 1923-28          | Kaikki 6 sil.             | 2     |
|                    | 1932-34 | Kaikki 12 sil.       | 4     |                   | 1932-35 | 6 sil.                                 | 1     |                    | 1926-28          | » 8 sil.                  | 5     |
|                    | 1934-37 | 6-52, 6-53, 6-54     | 1     |                   | 1934-36 | 6 sil. radio                           | 1     |                    | 1929-30          | Kevyt 8 sil.              | 4     |
| <b>Austin</b>      | 1930-37 | Kaikki               | P     |                   | 1932-35 | 8 sil.                                 | 2     |                    | 1929-30          | Raskas 8 sil.             | 5     |
| <b>Buick</b>       | 1925-31 | Stand. 6, 8-50, 8-60 | 1     |                   | 1934-36 | 8 sil. radio                           | 2     |                    | 1931-37          | Kaikki 8 sil. paitsi 120  | 5     |
|                    | 1925-31 | Mast. 6, 8-80, 8-90  | 2     |                   | 1936    | 6 sil.                                 | 1     |                    | 1935-35          | 8-120                     | 2     |
|                    | 1932-37 | 40, 50               | 1     |                   | 1937    | Crusader 85                            | 1     |                    | 1937             | 6-115                     | 1     |
|                    | 1932-35 | 60                   | 2     |                   | 1937    | 85, radio                              | 2     |                    | 1932-37          | Kaikki 12 sil.            | 5     |
|                    | 1932-35 | 80, 90               | 4     |                   | 1937    | Cavalier 95                            | 1     | <b>Peerless</b>    | 1924-32          | 6-72, 81, 90, 91,8-A      | 2     |
|                    | 1936-37 | 60, 80, 90           | 2     |                   | 1937    | Supchg. 87, 88, 89                     | 1     |                    | 1926-28          | 6-80                      | 1     |
|                    | 1938    | Kaikki               | 6     |                   | 1937    | 95, 86, 88, 89 radio                   | 2     |                    | 1926-29          | 6-60, 61, 61A             | 1     |
| <b>Cadillac</b>    | 1914-30 | Kaikki               | 7     | <b>Graham</b>     | 1928-29 | 610, 612                               | 1     |                    | 1926-32          | 69, 125, B8, C8           | 5     |
|                    | 1931    | V-8                  | 2     | <b>Paige</b>      | 1928-29 | 614, 615                               | 2     | <b>Plymoyth</b>    | 1928-37          |                           | 1*    |
|                    | 1932-35 | V-8                  | 4     |                   | 1928-29 | 619, 621, 629, kaikki 8 sil.           | 4     |                    | 1933-36          | radio                     | 1*    |
|                    | 1936-37 | V-8, 60, 65          | 2     | <b>Hudson</b>     | 1927-30 | Kaikki 6 sil.                          | 2     |                    | 1937             | radio                     | 2*    |
|                    | 1936-37 | V-8, 70, 75 .....    | 4     |                   | 1930-31 | » 8 sil.                               | 1     | <b>Pontiac</b>     | 1928-32          | Kaikki 6 sil.             | 1     |
| <b>Chandler</b>    | 1927-28 | Std & Spl 6          | 1     |                   | 1932-33 | »                                      | 2     |                    | 1932             | » 8 »                     | 2     |
|                    | 1927-28 | Big 6, Royal 8       | 2     |                   | 1934-36 | » 8 sil.                               | 3     |                    | 1933             | » 8 »                     | 1B    |
| <b>Chevrolet</b>   | 1929-34 | Std 6                | 1B    |                   | 1935-37 | » 6 sil.                               | 3     |                    | 1934             | » 8 »                     | 2B    |
|                    | 1934    | Master 6             | 1B    | <b>Hupmobile</b>  | 1927-31 | Kaikki 6 sil.                          | 2*    |                    | 1935-37          | » 6 »                     | 1     |
|                    | 1935-36 | Std 6                | 1     |                   | 1925-28 | » 8 sil.                               | 5*    |                    | 1935-37          | » 8 »                     | 2     |
|                    | 1935-36 | Master 6             | 1     |                   |         | paitsi M                               | 5*    |                    | 1938             | »                         | 6     |
|                    | 1937    | Kaikki               | 3     |                   | 1928-31 | M, Cent. C-8 sil.                      | 2*    | <b>Reo</b>         | 1928-31          | Wolv. Mate. 15            | 1*    |
| <b>Chrysler</b>    | 1926-30 | 62, 65, 66, 70, 72   | 2*    |                   | 1931    | H8, U8                                 | 4*    |                    | 1928-30          | Master 20, 25             | 2*    |
|                    | 1926-33 | 80, Imp. 8           | 5*    |                   | 1932    | 226-8, 237-8                           | 4*    |                    | 1931-32          | 6-21, 25, 8-21, 25        | 2*    |
|                    | 1928-33 | 75, 77, CP, CQ       | 4*    |                   | 1932-36 | 216, 222, 316, 322, 326, 427, 527, 621 | 2*    |                    | 1932-34          | Royale 8 Ser. N.          | 4*    |
|                    | 1931    | 6-CM                 | 1*    |                   | 1934    | 417                                    | 3*    |                    | 1932-36          | Fl. Cloud 6               | 1*    |
|                    | 1931    | 8-CD                 | 4*    | <b>Jordan</b>     | 1927-28 | A, AA                                  | 4     | <b>Rockne</b>      | 1932-33          | Kaikki                    | 1     |
|                    | 1932-33 | 6-CI, 6-CO           | 2*    |                   | 1927-28 | A, C                                   | 1     | <b>Sisu</b>        |                  | Kaikki 12 volt.           | 8     |
|                    | 1933-35 | 8-CT, 6-CA, CZ, C    | 2*    |                   | 1925-29 | J. E. G.                               | 2     | <b>Studebaker</b>  | 1920-28          | Sp. 6 Big 6, Com. Pres.   | 2*    |
|                    | 1934-35 | 8-CU, CV, C-1, 2, 3  | 2*    |                   | 1930-31 | T, 70, 80, 90                          | 2     |                    | 1921-28          | Lt. 6 Std. 6, Dict.       | 1*    |
|                    | 1936    | 6-C6, De Luxe, C8    | 4*    |                   | 1930-31 | Speedway 8G                            | 4     |                    | 1929-kesäk. 1930 | President                 | 2*    |
|                    | 1936    | Airflow C9, C10, C11 | 4*    | <b>Lafayette</b>  | 1934-37 | Kaikki                                 | 1     |                    | 1929-kesäk. 1930 | Dict. Com.                | 1*    |
|                    | 1937    | Royal 6-C16          | 2*    | <b>La Salle</b>   | 1927-29 | Kaikki                                 | 2     |                    | Kesäk. 30-31     | Kuutonen                  | 1*    |
|                    | 1937    | Imp. 8-C14           | 2*    |                   | 1930-31 | »                                      | 2     |                    | Kesäk. 30-31     | Kaikki 8 sil.             | 4*    |
|                    | 1937    | C16, C17             | 4*    |                   | 1932-34 | »                                      | 4     |                    | 1932             | Six, Dict. 8              | 1*    |
| <b>Citroen</b>     |         | Kaikki               | 2     |                   | 1935-37 | »                                      | 2     |                    | 1932             | Com. Pres.                | 4*    |
| <b>Continental</b> | 1933-34 | 6 sil.               | 1     | <b>Lincoln</b>    | 1920-31 | Kaikki                                 | 7     |                    | 1933-35          | Dict. Com.                | 1*    |
|                    | 1933-34 | 6 sil.               | 1     |                   | 1936-37 | Zephyr                                 | 3     |                    | 1933-35          | Pres.                     | 4*    |
| <b>Cord</b>        | 1930    | Kaikki               | 4     | <b>Locomobile</b> | 1925-27 | Junior 8 .....                         | 2     | <b>Stutz</b>       | 1926-33          | Kaikki paitsi Black Hawk  | 5     |
|                    | 1931-32 | »                    | 2     |                   | 1926-29 | 90                                     | 7     |                    | 1929-30          | Black Hawk                | 2     |
|                    | 1933    | »                    | 5     | <b>Marmon</b>     | 1922-28 | Kaikki 6 sil.                          | 5     |                    | 1934-36          | Kaikki                    | 5     |
|                    | 1936-37 | »                    | 3     |                   | 1928-31 | 8-68, 78, 69, 70                       | 2     | <b>Terraplane</b>  | 1933             | Kuutonen                  | 1     |
| <b>De Soto</b>     | 1929-32 | Kaikki 6 sil.        | 1*    |                   | 1930-32 | 8-79, Big. 8, 88                       | 5     |                    | 1933             | Kahdeksikko               | 2     |
|                    | 1930-31 | » 8 sil.             | 2*    | <b>Moon</b>       | 1923-28 | 6-60                                   | 1     |                    | 1934-37          | Kuutonen                  | 3     |
|                    | 1933    | 6 sil.               | 1*    |                   | 1923-29 | 6-70                                   | 2     | <b>Whippet</b>     | 1926-31          | 4 sil. ja ennen 27 6 sil. | 1     |
|                    | 1933    | 6 sil., radio        | 2*    |                   | 1928-29 | 8-80                                   | 4     |                    | 1927-29          | 6 sil. paitsi ennen 1927  | 2     |
|                    | 1934    | Kaikki 6 sil.        | 4*    | <b>Nash</b>       | 1925-30 | Sing. Ign. 6                           | 1     | <b>Willys</b>      | 1925-33          | 66                        | 5     |
|                    | 1935-36 | Kaikki               | 2*    |                   | 1925-30 | Twin Ign. 6                            | 2     | <b>Knight</b>      | 1926-28          | 70, 56                    | 4     |
|                    | 1937    | Kaikki               | 2*    |                   | 1930    | Twin Ign. 8                            | 4     |                    | 1929-32          | 70B, 87, 95               | 2     |
| <b>Dodge</b>       | 1928-29 | Std 6                | 2*    |                   | 1931-32 | 660, 1060                              | 1     | <b>Willys</b>      | 1930             | 6-98B                     | 2     |
|                    | 1928    | Victory 6            | 2*    |                   | 1931-32 | 8-70, 80, 1070, 1080                   | 2     |                    | 1931-33          | 97, 98D, 90, 99           | 1     |
|                    | 1928    | Senior 6             | 4*    |                   | 1933-34 | Big. 6, 1120, 1130, 1220, Std. 8, 1170 | 1     |                    | 1933-36          | 77                        | 1     |
|                    | 1929-30 | Senior 6             | 4*    |                   | 1933-34 | Sp. 8, 1180, 1280                      | 2     |                    | 1937             | 37                        | 1     |
|                    | 1930-31 | DD-6, DH-6           | 1*    |                   | 1931-34 | 890, 1090, 1190, 1290                  | 4     | <b>Volvo</b>       |                  | 6-volt.                   | 1     |
|                    | 1930-31 | DC-8                 | 2*    |                   | 1935-37 | Kaikki 6 sil.                          | 1     |                    |                  | 12-volt.                  | 8     |
|                    | 1931-33 | DG-8, DK-8, DO-8     | 4*    | <b>Oakland</b>    | 1925-31 | Kaikki                                 | 2     |                    |                  |                           |       |
|                    | 1932    | DL-6                 | 1*    | <b>Oldsmobile</b> | 1925-33 | Kaikki 6 sil.                          | 1     |                    |                  |                           |       |
|                    | 1933    | DP-6                 | 1*    |                   | 1933    | Kahdeksikko                            | 1     |                    |                  |                           |       |
|                    | 1933    | DR-6, radio          | 1*    |                   | 1934    | Kuutonen                               | 1B    |                    |                  |                           |       |
|                    | 1934    | DR-6                 | 2*    |                   | 1934    | Kahdeksikko                            | 2B    |                    |                  |                           |       |
|                    | 1934-37 | Kaikki               | 1*    |                   | 1935-37 | Kuutonen                               | 1     |                    |                  |                           |       |
| <b>Durant</b>      | 1927-32 | 55, 60, 70, 614      | 2     |                   |         |  |       |                    |                  |                           |       |
|                    | 1927-32 | 50, 65, 75, 617      | 2     |                   |         |  |       |                    |                  |                           |       |
|                    | 1931-32 | 610, 612, 619        | 1     |                   |         |  |       |                    |                  |                           |       |
| <b>Erskine</b>     | 1927-30 | Kaikki               | 1     |                   |         |  |       |                    |                  |                           |       |
| <b>Essex</b>       | 1923-31 | Kaikki               | 1     |                   |         |  |       |                    |                  |                           |       |
|                    | 1932-33 | Super 6              | 2     |                   |         |  |       |                    |                  |                           |       |
| <b>Ford</b>        | 1928-32 | A, V-8, 18           | 1     |                   |         |  |       |                    |                  |                           |       |
|                    | 1933    | V8-40                | 3     |                   |         |  |       |                    |                  |                           |       |
|                    | 1934-37 | V8-40                | 3     |                   |         |  |       |                    |                  |                           |       |