

# FLAT LEATHER FAN BELTS

- Sizes and Specs from Original Period sources
- Quality Leather as used for hand tooled belts
- Taper-cut, Glued & Stitched by our expert leatherworker
- for No-tick operation like endless fabric belts
- Stocked for Common Models Listed
- Others by book specs or Your Measure
- Proudly made in Massachusetts!
- In stock at \$27.50 for:

<b>Auburn</b>	1920-22	6-39,6-51	#830	1923-24	6-43	#833
<b>Austin</b>	1930-33	"7" Bantam				#848
	1925-26	4-44				#838
<b>Buick</b>	1916-17	D54,D55				#835
	1916-18	D44,45,E34,35				#832
	1918-20	E,H,K, E44 to 50				#813
	1921-24	"4", 1921-25 Master 6				#820
	1925-28	Standard 6				#840
	1926-28	Master 6				#830
<b>Chalmers</b>	1916-24	A, B, C, 6-30				#838
<b>Dodge</b>	1915-16	4 #831(31.5")				
	1917-22	4 #835(30.625")				
	1923-26	4 #843(34.75")		1927-28	4,124	#843(34.75")
<b>Durant</b>	1927-28	M4,R6,55	#847	1928-30	65, 60, 66	#833
<b>DuPont</b>	1921-22	A	#821	1921-22	C	#833
<b>Essex</b>	1919-23	A "4"	#836	1924-26	Super 6	#819
				1927	Super 6	#822
<b>Ford "T"</b>	1911-16	#811(22.5")		1917-20	#812(25.5")	
				1921-25	#813(26.75")	
				1926-27	#814(31.5")	
				And by specs for various brands of accessory water pumps Acme to Zephyr!		
<b>Graham-Paige</b>	1928-30	by model number and circumference, please!				
<b>Graham</b>	1930-31	Std/Spl.6	#817	Custom 8	122,127,134,137	#842
<b>Hudson</b>	1916-19	Super 6	#822	1920-27	Super 6	#819
<b>Kissel</b>	1920-25	"Straight Radiator",		1925-27	6-55	#819
<b>Mercer</b>	1920-25	"4"	#821	1923-25	"6"	#840
<b>Nash</b>	1925-26	Special 6 for Fan	#821			
<b>Overland</b>	1918-19	90B,T	#821	1920-26	"4",91,Redbird	#828
<b>Paige</b>	1919-22	6-42, 6-44	#822	1920-25	6-66,6-70	#840
	1926	6-72	#822	1926-27	24-26,65,75	#822
<b>Star</b>	1922-25	F	#822	1926-28	A,B,C,CC,M"4",R"6",L,F,R,S	#847
<b>Studebaker</b>	1916-18	#831		1919-27	Light 6	#818
				1919-21	Big/Spl 6	#825
				1922-27	Big/Spl/Pres6	817
<b>Willys-Knight</b>	1917-19	88-4	835	1920-22	20	819
				1923-26	20A, 64, 67	"4" 836

**Measuring for a new belt:** Use a cloth tape measure- a metal one will not bend accurately around the drums in the belt system. Cloth or "Dressmaker's" tapes are sold in any fabric store, and many hardware stores. Set the adjustments in as far as they go. Hold one end against a drum, run the tape around the system, and note the length- which will be the inside circumference. The belt will always be a little narrower than the drums- a 1" wide belt runs on 1 1/8" to 1 1/4" drums.

**Flat Leather Fan Belts** turned radiator fans up to about 1928 after being used to power most of factory machinery of the industrial revolution. As cars became more complex, with belts turning generators and pumps mass-produced moulded rubber belts replaced hand made leather ones. In flat belt systems the leather belt runs with it's rough side down against pulleys which are called "drums". Flat belts are not supposed to be very tight- just tight enough to move the fan. In fact studies have shown that, intended or not, flat belts were the first fan clutches- they move air through the radiators when the car is idling, and slip at higher speeds, allowing the fan to create less turbulence and interference with the air being forced through the radiator. Not too shabby for 1800's technology!

**Maintenance:** The belt has to grab the surface of the drum. Over the years road dust and leather work together to polish (like stropping a razor) the drum surfaces so they are slick and lose their "tooth" to grab. The drums can be roughened up a bit with emery paper to help them stick.

The outer surface of the belt can be treated lightly with wax-leather preservatives like Sno-Seal, but keep oils and waxes off the inner surface where friction is required!

