



# SCURLOCK DIFFERENTIAL

PATENTS PENDING

## Makes Tractors Pull

The action of the Scurlock Differential on Tractors is identical with its operation on Passenger Cars and Trucks.

It puts the power of the engine into *both* rear wheels and makes them move the load, regardless of ground conditions beneath them, provided only that the combined traction of both wheels is sufficient to move the load.

That's what the Tractor operator wants to know.

Tractors, Scurlock Differential equipped, *won't* get stuck, they *will* pull—and they'll do it *every time*.

The cost of installation is beneath consideration compared with the fact that henceforth the Tractor *pulls* when it's needed.

*(For installation information, see next page.)*

SOLVES YOUR TRACTOR PROBLEM

# Put an End to Powerless Wheels



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## *Equalizes Power Distribution*

*The Scurlock Differential gears are interchangeable with standard differential gears, and in order to install them on any car, truck or tractor it is only necessary to remove the old gears and put in the new ones. You use the same differential spider and housing.*

SOLVES YOUR HAULING PROBLEM

# Put an End to Powerless Wheels



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## *Prevents Wheel Spinning*

For Replacement on All Cars, Trucks and Tractors—Ford, Chevrolet, Dodge, and All Other Makes. The Most Important Differential Development in the History of the Automobile

SOLVES YOUR HAULING PROBLEM



# THE SCURLOCK DIFFERENTIAL

## Will Save Its Cost in a Few Months

### *Not a Substitute—But a Real Gear Differential*

Once you have installed a Scurlock Differential on any Passenger Car, Truck or Tractor, the engine will deliver power to each rear wheel in proportion to the tractive resistance of the road,

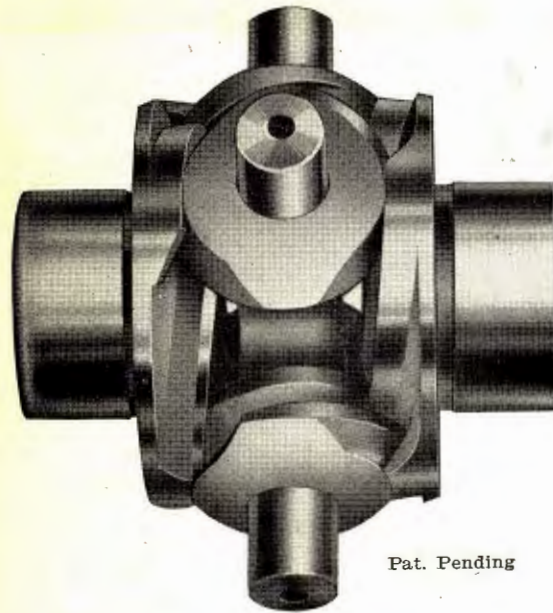
without regard for road conditions. The power automatically flows where it is needed. Were one rear wheel jacked off the ground, the power would drive the car off the jack.

The purpose of the differential in engine-driven vehicles is to permit the equalized automatic distribution of power from the motor to each of the rear wheels—and at the same time to permit differential action to take care of the unequal travel of the wheels in rounding a corner or taking up uneven road play.



Here, successfully accomplished for the first time, is a practical, new type gear differential which positively guarantees that one wheel spinning in a mud hole, or on a slippery surface, is forever eliminated.

All other devices which have previously attempted to accomplish this end have been slow-wheel drives, impractical because of undue stress and strain, and breaking of car parts.



Pat. Pending



The Scurlock Differential has as great advantages on smooth, hard surfaced roads as on those which are rough, soft or bottomless. Its equal application of power to both rear wheels on wet or slippery city streets makes cars on which it is installed the safest on earth to drive.

And then, there is the advantage of its positive double braking. Though only one brake band may be tight on the Scurlock equipped car, both rear wheels will come to a uniform stop.

## Operates on the Principle of the Irreversible Steering Gear

That's how simple you will find the construction and mechanical principle of the Scurlock Differential. It operates similar to an irreversible steering gear. *Irreversible* from power, or drive shaft, to wheels. *Reversible* from wheels to power for differential action under uneven wheel travel. This makes the Scurlock Differential drive both wheels.

### *Order a Scurlock Differential Today*

Saves Tires  
Saves Gasoline  
Eliminates Side Sway

Saves Chains  
Prevents Wheel Skidding  
Equalizes Brake Action