

## FAIRMONT MOTOR CAR ENGINES

UNTIL THE 1960'S, FAIRMONT CONSTRUCTED ALMOST ALL OF ITS MOTOR CAR ENGINES. ONLY THE NEWEST MODEL MOTOR CARS, LARGE CARS AND MOTOR COACHES USED PROPRIETARY ENGINES. OVER THE YEARS, THEY BUILT A SURPRISING NUMBER OF ENGINE TYPES, BUT THEY ALL HAD SEVERAL SIMILAR CHARACTERISTICS.

EXTENSIVE USE OF ALUMINUM  
SIMPLE YET STRONG CONSTRUCTION  
2 - CYCLE OPERATION  
WATER COOLING

THE ENGINE TYPES ARE BASED ON DESIGN FAMILIES (SUCH AS 'P') WITH MAJOR CHANGES LISTED AS A SUB TYPE (SUCH AS PH). LIKE THE MOTOR CARS, THE USER COULD ORDER SPECIAL ENGINE MODELS OR SPECIAL TYPES WERE MADE FOR SPECIAL CONDITIONS (SUCH AS PHB-12).

UNTIL 1940, THE ENGINE IGNITION SYSTEM WAS INCLUDED IN THE ENGINE DESIGNATOR. A 'QHB' HAD BATTERY IGNITION AND THE 'QHM' WAS SIMILAR IN ALL REGARDS EXCEPT IT HAD MAGNETO IGNITION. AFTER 1940, BATTERY IGNITION WAS CONSIDERED STANDARD AND ONLY THE MAGNETO ENGINES HAD A SPECIAL SUB-TYPE DESIGNATOR. OVER THE YEARS, THE HORSEPOWER OF A FAMILY OF ENGINES USUALLY INCREASED. WHEN YOU CONSIDER THAT A FAIRMONT ENGINE DISPLACED MORE CUBIC INCHES THAN MOST MODERN MOTORCYCLES, IT WOULD NOT TAKE TOO MUCH TO INCREASE THE OUTPUT FROM SIX TO EIGHT HORSE POWER.

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FAIRMONT DID NOT KEEP TRACK OF MOTOR CAR ENGINES BY PRODUCTION DATE. THE MADE RUNNING CHANGES AS THEY WERE DEVELOPED. MOST ENGINE DATA FOR REFLECTING CHANGES MADE ARE BASED ON ENGINE NUMBER. THE INFORMATION LISTED HERE IS FROM SALES AND SERVICE BROCHURES AND MANUALS. THESE SOURCES MAY NOT GIVE A COMPLETELY ACCURATE INTRODUCTION DATE.

IN THE LATE 1930'S, FAIRMONT STARTED CODING THEIR ENGINE MODELS BY THE TYPE OF CRANKSHAFT BEARINGS THE ENGINE USED.

P - PLAIN BEARINGS  
Q - BALL BEARINGS  
R - ROLLER BEARINGS

**FAIRMONT MOTOR CAR ENGINES**

MODEL	YEAR INTRODUCED	H.P.	DESCRIPTION
D	1911	3	PLAIN BEARINGS, HIT AND MISS GOVERNOR, SPOKED FLY WHEELS SLIDING BASE, ONE PIECE BALL VALVE IN CYLINDER HEAD
G	1913	5	SIMILAR TO 'H' ENGINE WITH HIT OR MISS GOVERNOR, NO SLIDING BASE (USED ON M24 MOWERS).
GB	1913	5	SIMILAR TO 'G' WITH BATTERY IGNITION
H	1913	5	HIGHER HORSEPOWER VERSION OF THE 'D' TYPE ENGINE
K	1938	10	2 CYLINDER, BATTERY IGNITION. USED IN M.O.W. MACHINES AND ON AF4 MOTOR CAR. ATWATER KENT IGNITION WAS OPTIONAL
KM	1938	10	2 CYLINDER, MAGNETO IGNITION. USED IN M.O.W. MACHINES. NOT USED ON MOTOR CARS
L	1948	8-13	2 ROLLER BEARINGS

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MODEL	YEAR INTRODUCED	H.P.	DESCRIPTION
OD	1936	5-8	3 BALL BEARINGS, NO CONDENSER, USED IN LATE M59-B , M19-C AND T27 EXTINGUISHER CAR
ODB	1958	5-8	3 BALL BEARINGS
OEM	1936	5-8	SAME AS ODM EXCEPT ENGINE CONTROL LEVERS. USED ON EARLY MM9-B
OE	1936	5-8	SAME AS OD EXCEPT ENGINE CONTROL LEVERS. USED IN EARLY M9-B
OH	1936	5-8	3 BALL BEARINGS
ODM	1935	6	SAME AS OD, WITH MAGNETO IGNITION, GOVERNOR & SLIDING BASE
P	1914	3	PLAIN BEARINGS, HIT AND MISS GOVERNOR, MULTI- PIECE BALL VALVE IN CYLINDER HEAD, SOLID FLYWHEELS, SLIDING BASE
PB	1924	4	VARIATION OF PH, DIFFERENT WATER HOPPER WITH DECK MOUNTED CONDENSER.

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PBM	1924	4	SAME AS PB WITH MAGNETO IGNITION
PH	1920	4	2 BALL BEARINGS WITH SLIDING BASE
PHA	1922	4	3 BALL BEARINGS. BATTERY IGNITION, F4 OR JL2 CARBURETOR WITH SLIDING BASE
PHB	1926	4	IMPROVED PHA, NEW WATER JACKET
PHB-12	1926	4	FOR USE IN EARLY M9-A, LOW COMPRESSION W/ IRON PISTON & ROD. SEPARATE CONDENSER UNDER ENGINE COVER
PHC	1932	5	SAME AS PHA WITH HIGHER COMPRESSION, USED IN LATE M9-A., BATTERY IGNITION
PHL	1936	4	WITH GOVERNOR

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PHM-12	1926	4	FOR USE IN EARLY M9-A SEPARATE CONDENSER UNDER ENGINE COVER.
PHMA	1922	4	SAME AS 'PHA' WITH MAGNETO IGNITION
PHMA-10	1937	4	3 BALL BEARINGS, MAGNETO IGNITION DIFFERENT WATER JACKET FROM PHMA, FOR USE IN MM17. WITH SLIDING BASE
PHMC	1932	5	SAME AS PHC, USED IN LATE M9-A., MAGNETO IGNITION,
PN, PNF	1917	4	SIMILAR TO "P" WITH NEW CYLINDER HEAD AND WATER JACKET, NO GOVERNOR, SLIDING BASE
PX	1921	4	PLAIN BEARINGS, MAJOR MODIFICATIONS TO EARLIER 'P' ENGINES, SPOKED FLYWHEELS WITH SLIDING BASE
Q	1914	6	LARGER VERSION OF 'P' STYLE ENGINE. BALL VALVE IN CYLINDER HEAD AND WATER JACKET, SOLID FLYWHEELS.

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MODEL	YEAR INTRODUCED	H.P.	DESCRIPTION
QB	1924	6	3 BALL BEARINGS, STRAIGHT CRANKSHAFT
QBA	1935	8-13	IMPROVED QB, 3 BALL BEARINGS, TAPERED CRANKSHAFT WITH NEW COMBUSTION CHAMBER
QBA-C	1960	8-13	3 BALL BEARING, NO CONDENSER
QBC	1940	6	3 BALL BEARINGS, STRAIGHT CRANKSHAFT
QC	1924	6	BATTERY IGNITION, WITH GOVERNOR & SLIDING BASE
QCA	1940	6	3 BALL BEARINGS, STRAIGHT CRANKSHAFT
QD	1935	6	BATTERY IGNITION, WITH GOVERNOR & SLIDING BASE
QDA	1940	6	3 BALL BEARINGS, STRAIGHT CRANKSHAFT

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MODEL	YEAR INTRODUCED	H.P.	DESCRIPTION
QDB	1945	6	3 BALL BEARINGS
QH	1922	6	2 BALL BEARINGS
QHB	1924	6	3 BALL BEARINGS, BATTERY IGNITION
QHM	1924	6	3 BALL BEARINGS, MAGNETO IGNITION
QM	1924	6	3 BALL BEARINGS, TAPERED CRANKSHAFT FOR MAGNETO IGNITION
QMA	1940	6	3 BALL BEARINGS, STRAIGHT CRANKSHAFT
QN	1917	6	NO GOVERNOR WITH SLIDING BASE
QN1	1917	6	GOVERNOR WITH SLIDING BASE
QN2	1917	6	GOVERNOR WITH NO SLIDING BASE

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MODEL	YEAR INTRODUCED	H.P.	DESCRIPTION
QN4	1917	6	GOVERNOR WITH SLIDING BASE
QN9	1917	6	NO GOVERNOR, FLYWHEEL CLUTCH, WITH SLIDING BASE
QNF	1920	6	NEW STYLE OF 'Q' ENGINE. NEW CYLINDER HEAD WITH ONE PIECE BALL VALVE AND WATER JACKET, SPOKED FLYWHEELS.
QX	1922	6	PLAIN BEARINGS, OTHERWISE SIMILAR TO "QH" AND "QHB" ENGINES
R	1916	8	PLAIN BEARINGS, BALL VALVE IN CYLINDER HEAD
RKA	1954	10-15	2 CYLINDER OPPOSED, ZENITH CARBURETOR
RKB	1955	10-15	2 CYLINDER OPPOSED
RNF	1920	8	PLAIN BEARINGS, IMPROVED VERSION OF "R" ENGINE

### FAIRMONT MOTOR CAR ENGINES

MODEL	YEAR INTRODUCED	H.P.	DESCRIPTION
RO	1938	5-8	3 ROLLER BEARINGS
ROC	1946	9	3 ROLLER BEARINGS
RQ	1940	8-13	2 ROLLER BEARINGS, NO CONDENSER
RQD	1940	8-13	3 ROLLER BEARINGS, WITH CONDENSER
W	1928	5	EX MUDGE ENGINE USED UNTIL STOCK GONE

**FAIRMONT MOTOR CAR ENGINES  
OTHER ENGINE RELATED NOTES**

SOLID FLYWHEELS WERE SMALLER THAN SPOKED FLYWHEELS ON SIMILAR ENGINES.  
AFTER 1920 OR SO WERE USED ONLY ON ENGINES WITH GOVERNORS

1946 C5 CARBURETOR REPLACES F4

1946 C8 CARBURETOR REPLACES F6

P & Q TYPES MAY HAVE BEEN UPDATED WITH "PLAIN" CYLINDER HEAD (THROTTLE  
PASSAGE MUST BE BLOCKED WITH BABBIT OR LEAD.

A501 CARBURETOR REPLACES JL2

EZ544 CARBURETOR REPLACES JL3

EZ544 CARBURETOR REPLACES JL3