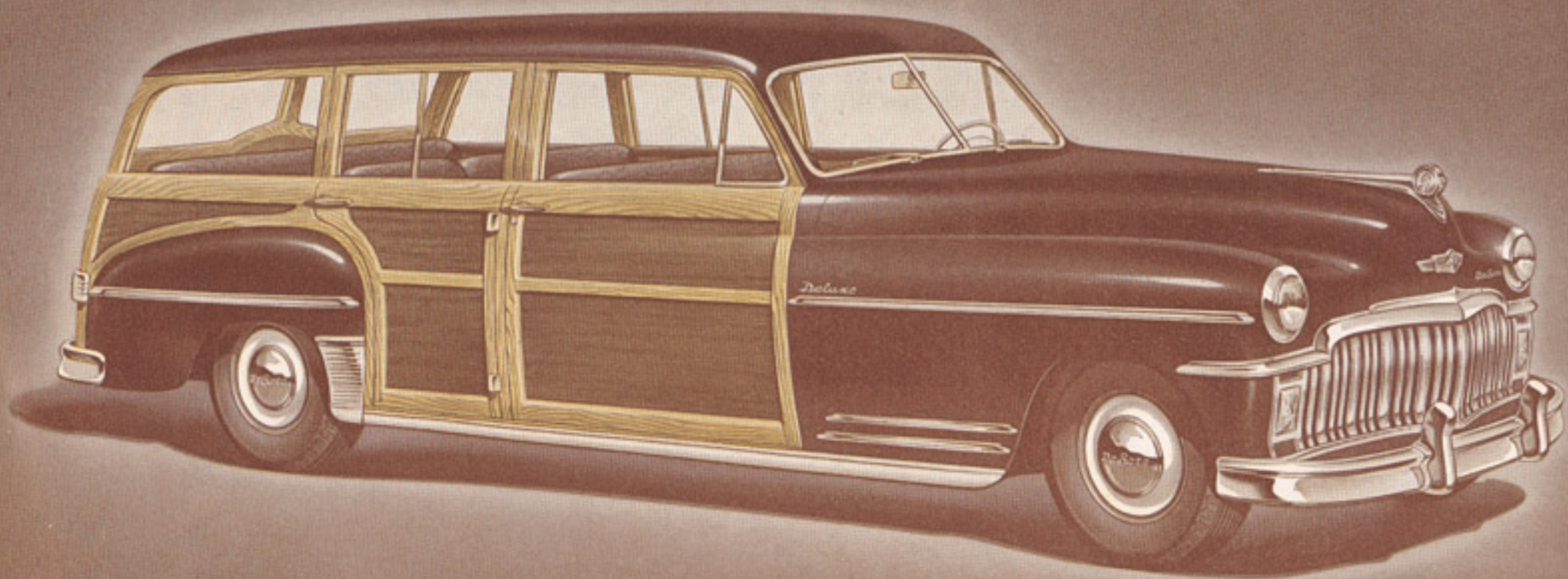


The New
DE SOTO
STATION WAGON





The New **DE SOTO** *Station Wagon* Beautiful to

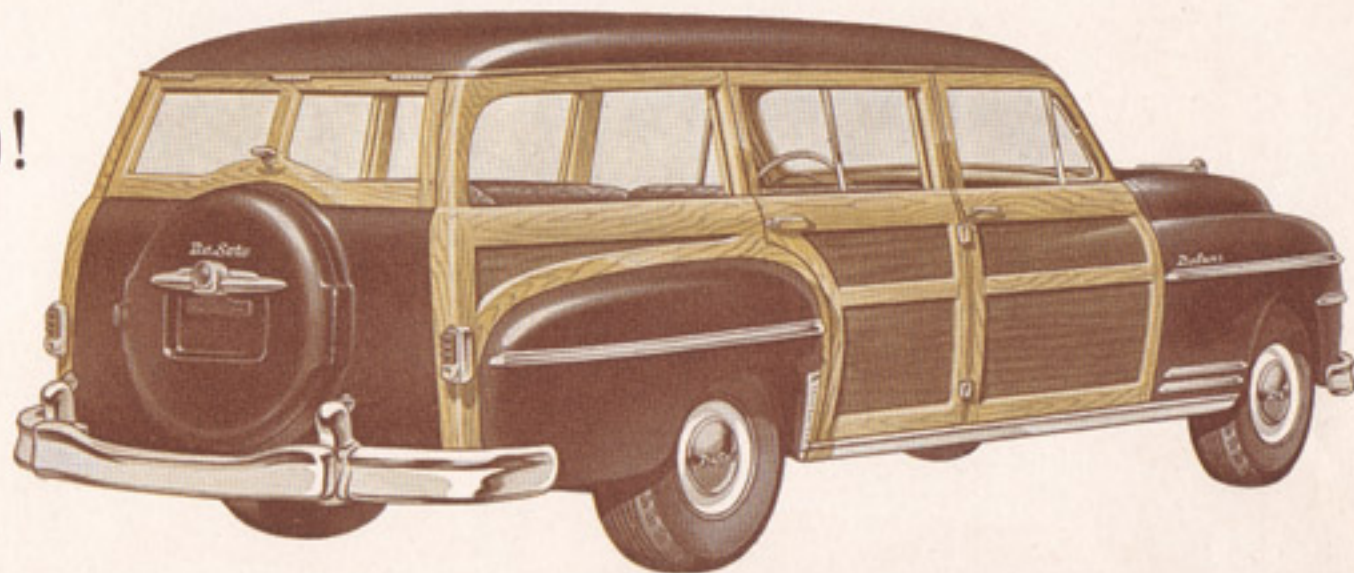


look at...and practical too!

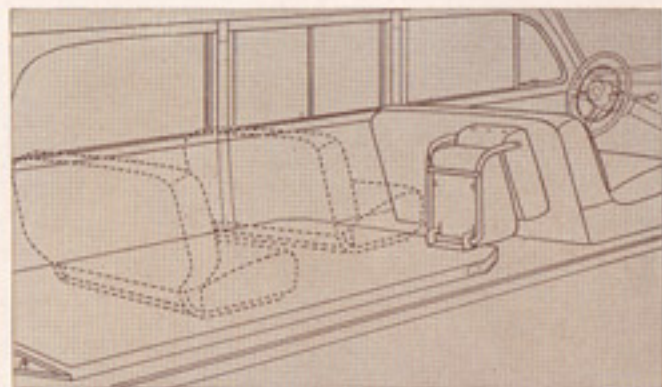
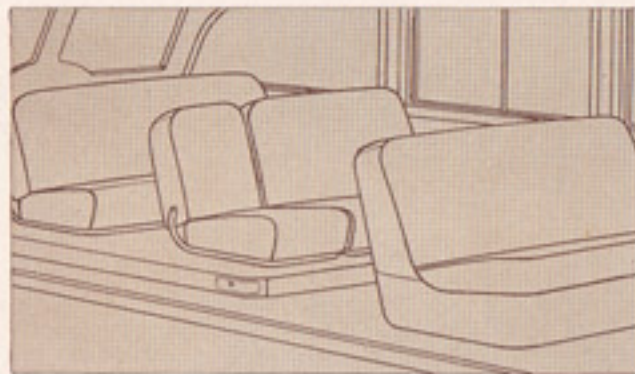
HERE is the ideal blending of smart luxury and practicality you've been looking for . . . a car that is equally at home in town or in the country! This brilliant new De Soto Station Wagon seats up to nine passengers . . . provides truly amazing luggage room. Four big wide doors make getting in and out easy.

Steel door panels are framed in select white ash. Doors and tailgate are well sealed against dust and moisture. Seats and interior are trimmed in beautifully grained plastic fabric . . . and both rear seats are removable.

Lets You Drive Without Shifting!



Dual Springs Make It Easy to open and close tailgate. Rear bumper is constructed to allow full clearance. Spare tire, in handsome tailgate compartment, is easy to get at.



Roomy Comfort For Nine on these broad, chair-high seats! A fold-down second seat permits easy entrance to rear compartment.

More Room For Luggage . . . when you remove one or both rear seats. With tailgate lowered, too, carrying space is further increased!



De Soto Station Wagon Specifications

ENGINE • Six-cylinder "L" head, aluminum alloy pistons. 112 hp at 3600 rpm. Bore and stroke $3\frac{1}{16} \times 4\frac{1}{2}$ inches. Piston displacement 236.6 cu. inches. Taxable horsepower, 28.36.

WHEELBASE • $125\frac{1}{2}$ inches; overall length 17 ft. $11\frac{1}{16}$ in.

BRAKES • Four-wheel hydraulic, internal-expanding; twin cylinder type in front. Heavy-section high-rib 11-inch drums, brake lining contact area; $173\frac{1}{2}$ sq. in. Parking brake, controlled by hand lever, operates independently of service brakes.

SPRINGING • Front: independent Amola steel coil. Rear: $53\frac{1}{4} \times 1\frac{1}{4}$ in. semi-elliptic, Amola steel leaves with metal covers.

STEERING • Double roller-tooth gear, symmetrical tie-rod center idler arm linkage.

LUBRICATION • Full pressure to main, lower connecting rod and camshaft bearings. Floating type oil intake. Oil filter-Crankcase holds 5 qts.

REAR AXLE • Silent hypoid, semi-floating. Standard gear ratio 3.91 to 1; Tip-Toe Shift Transmission, 3.91 to 1.

ENGINE BEARINGS • Removable precision-type crankshaft bearings.

COOLING • Full-length water jackets. Four blade, $17\frac{3}{4}$ in. fan. Water capacity, 17 quarts.

GENERATOR • 40 ampere capacity.

TRANSMISSION • Tip-Toe Hydraulic Shift (additional equipment) with glycol Fluid Drive. Accelerator pedal controls four-speed transmission. All-helical constant-mesh gears with synchronizing clutches in all forward speeds. Anti-friction shaft bearings. Standard transmission with manual shift; three forward speeds and reverse. Synchro-silent all-helical gears. Anti-friction shaft bearings. Synchronizers for second and third gears. Single-plate dry ventilated clutch.

CYLINDER BORES • Specially treated for scuff-resistant finish.

BATTERY • 6-volt, 17-plate, 110 ampere-hour capacity.

CAMSHAFT DRIVE • Silent stiff-back chain.

PROPELLER SHAFT • Tubular; dynamically balanced. Two roller bearing universal joints.

TIRES • 7.60 x 15 low pressure Super-Cushion tires mounted on Safety-Rim wheels. Rim width $5\frac{1}{2}$ inches.

FUEL SYSTEM • 16 gallon gasoline tank, with Oilite self-cleaning filter in tank. Down-draft carburetor. Heavy-duty oil bath air cleaner. Automatic choke. Camshaft-driven diaphragm type fuel pump.

Note: The manufacturer reserves the right to revise, change or modify the construction of De Soto motor vehicles, or any part thereof as he may see fit, without incurring an obligation to make like changes on vehicles previously sold.

DESOTO DIVISION OF CHRYSLER CORPORATION, DETROIT 31, MICHIGAN

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