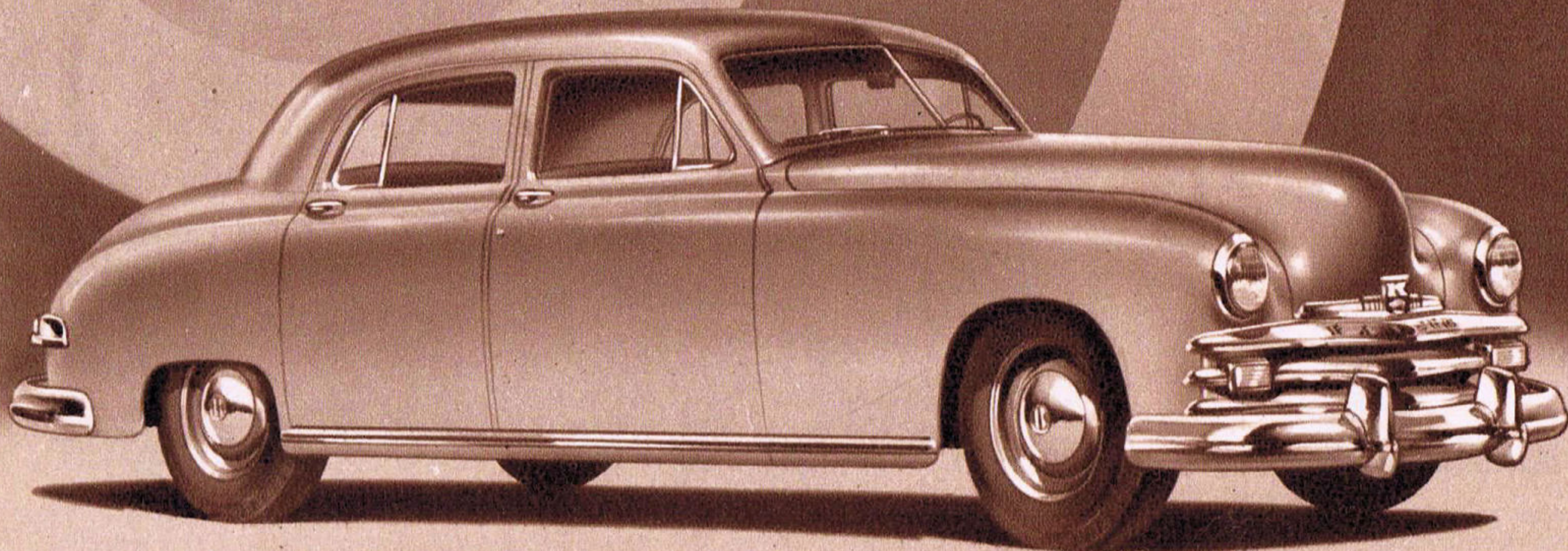
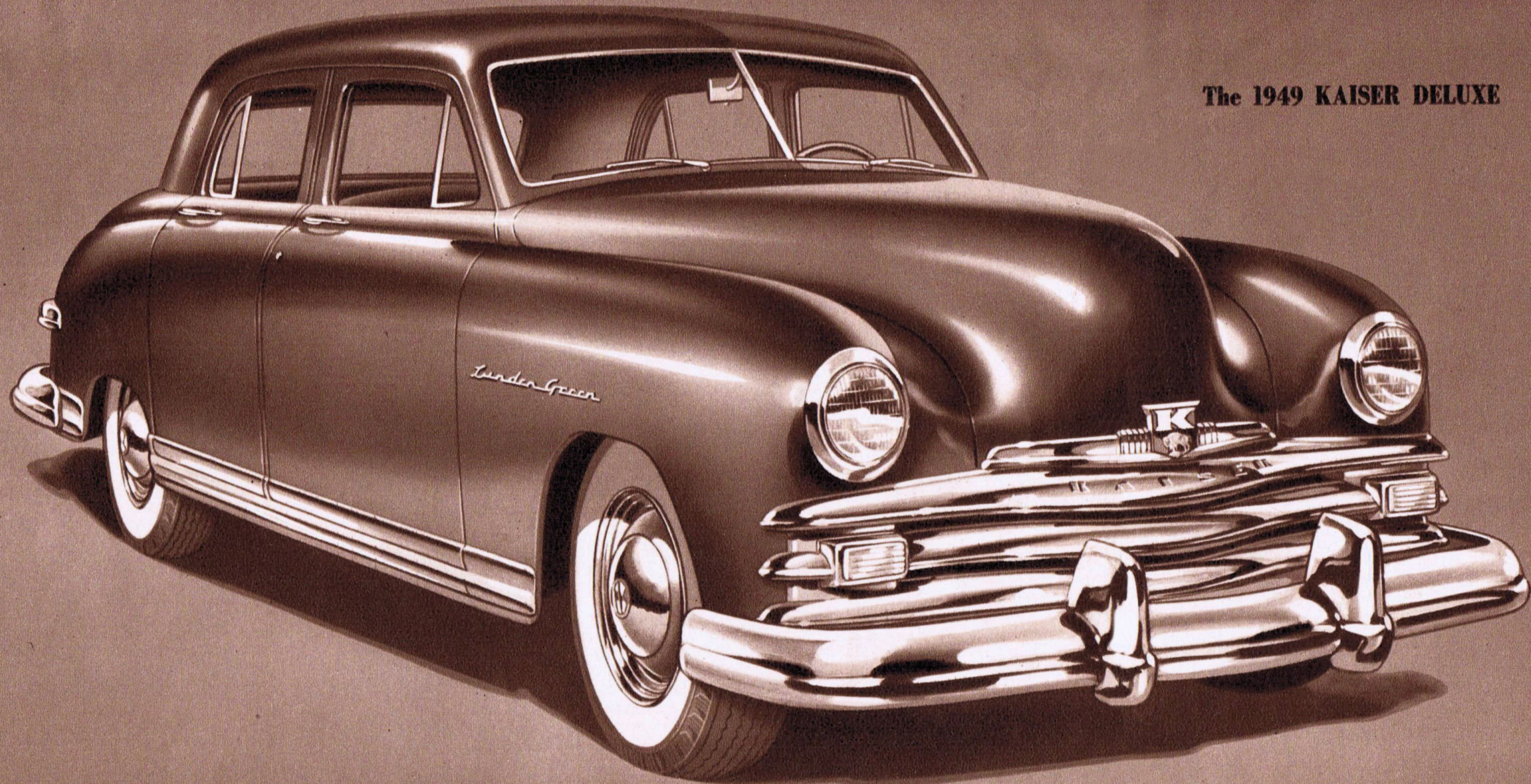




THE 1949 KAISER





The 1949 KAISER DELUXE

IT takes time, resources, skill and knowledge to build a fine motor car. But time can be telescoped . . . resources can be marshalled . . . skills can be assembled . . . knowledge can be commanded . . . when a group of able and experienced men band together in the firm conviction that "nothing has yet been done which cannot be done better."

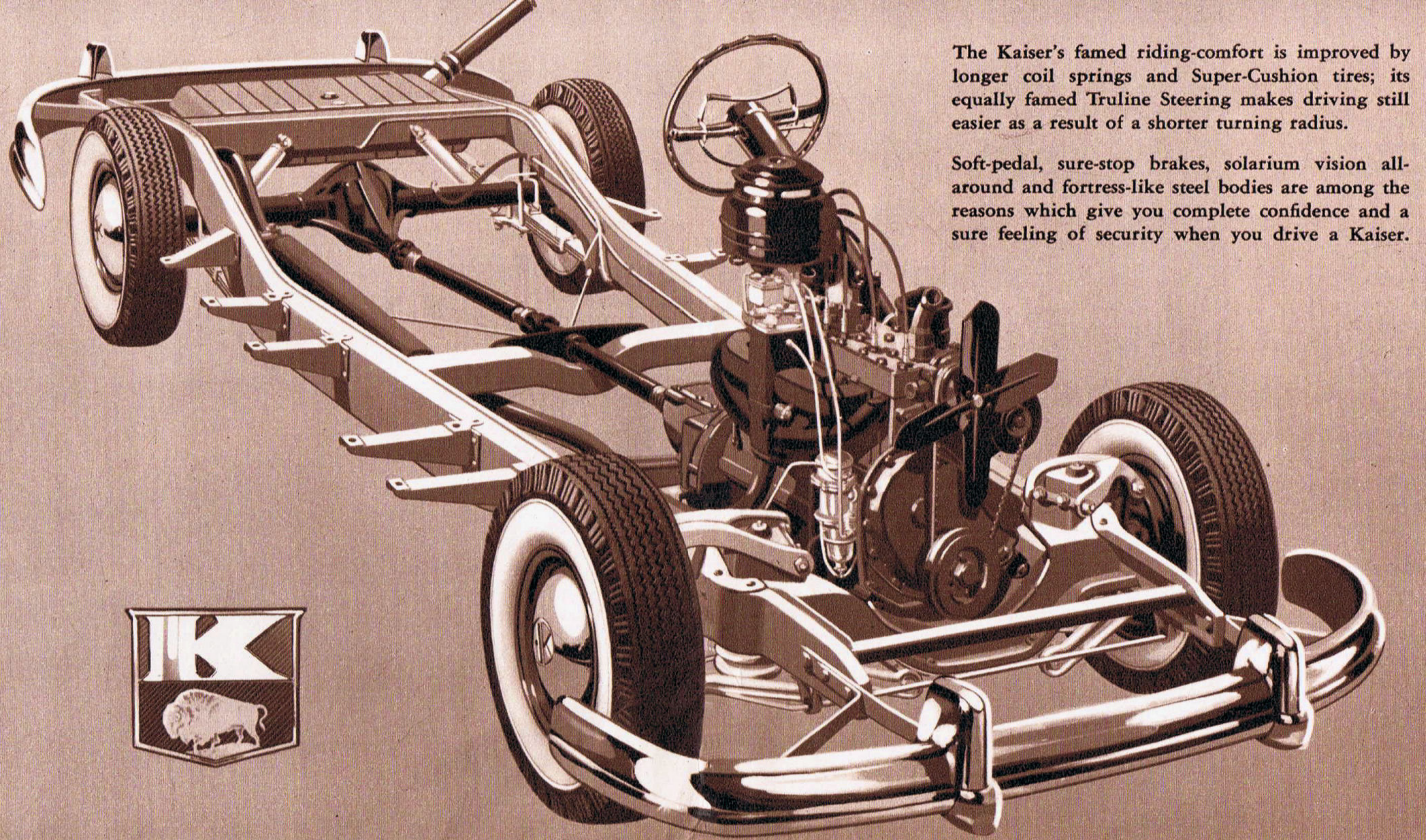
Months before any other "new" cars were on the road the first Kaisers and Frazers started proving that automobiles could be designed to *modern* standards of efficiency and beauty. And they were backed by what quickly became one of the four largest sales and service organizations in the industry.

Production soared from seven cars in the entire month of June, 1946, to *a car every 45 seconds* less than two years later. In two years a quarter-million value-wise Americans have road-proved the products of Willow Run in more than *two billion* miles of driving—an all-time record for a new manufacturer in the motor car industry!

Now — proved, approved, improved — the Kaiser brings new reality to America's goal of better things for more people. For '49, the third straight year, America's most-copied cars again lead the way!

1949 KAISER

- 1 FRONT SWAY-ELIMINATOR BAR FOR HUGGING THE ROAD
- 2 EXTRA-LONG SOFT COIL FRONT SPRINGS FLATTEN BUMPS
- 3 NEW DUAL-THROAT CARBURETOR FOR GREATEST ENGINE EFFICIENCY
- 4 NEW DUAL-INTAKE MANIFOLDS FOR INCREASED HORSEPOWER
- 5 EFFICIENT OIL-BATH AIR CLEANER PROTECTS ENGINE
- 6 SUPER-CUSHION TIRES STANDARD EQUIPMENT FOR SAFETY, SMOOTHNESS
- 7 DOUBLE-CHANNEL BOX-TYPE FRAME FOR GREATEST STRENGTH AND RIGIDITY
- 8 BALL-TYPE MIDSHIP BEARING INSURES DURABILITY AND SMOOTH OPERATION
- 9 TWO-PIECE PROPELLER SHAFT ELIMINATES ANNOYING FLOOR HUMP
- 10 POSITIVE-ACTING FLOATING-SHOE BRAKE—EASIEST AND SAFEST CONTROL
- 11 CENTRIFUGE BRAKE DRUMS INSURE DURABILITY IN BRAKING SYSTEM



The Kaiser's famed riding-comfort is improved by longer coil springs and Super-Cushion tires; its equally famed Truline Steering makes driving still easier as a result of a shorter turning radius.

Soft-pedal, sure-stop brakes, solarium vision all-around and fortress-like steel bodies are among the reasons which give you complete confidence and a sure feeling of security when you drive a Kaiser.

CHASSIS AND ENGINE FEATURES

- 12 FORWARD 3-POINT ENGINE MOUNTING FOR BETTER WEIGHT DISTRIBUTION
- 13 WEDGE-TYPE FAN BELT AND VIBRATION DAMPER FOR DURABILITY AND SMOOTHNESS
- 14 INVERTED "V" MOUNTING OF SHOCK ABSORBERS FOR GREATER STABILITY
- 15 REAR SPRING LEAF LINERS FOR SOFT RIDE, SQUEAKLESS ACTION
- 16 RUBBER-CORED SPRING BRACKETS AND SHACKLES ABSORB ROAD NOISE
- 17 HYPOID REAR AXLE ASSURES SILENT, DURABLE OPERATION
- 18 TWENTY-ONE GALLON GASOLINE TANK—FEWER STOPS REQUIRED
- 19 CLEAR-VISION STEERING WHEEL WITH HORN RING FOR SAFETY AND CONVENIENCE
- 20 EXTERNAL OIL FILTER LENGTHENS ENGINE LIFE
- 21 BALL-BEARING WATER PUMP IS PERMANENTLY LUBRICATED
- 22 AUTOMATIC CHOKE SAVES FUEL, FACILITATES COLD WEATHER STARTING

TWO NEW KAISERS FOR 1949

"THE most-copied cars in America" come in two stunning editions for 1949—The Kaiser Special and The Kaiser DeLuxe. Both reveal sparkling new beauty outside and in, and both include more than 100 new features and refinements.

From prow to stern these cars show added distinction in the tasteful use of glistening chrome. New curve-around bumpers are as sturdy as they are handsome, and blend impressively with the newly-designed front grille.

Interiors reveal the ultimate in attractive, modern design and are characterized by *all-direction* roominess. Nine new body colors and four selections of exclusive fabrics are available in the Kaiser Special, while

the Kaiser DeLuxe offers seventeen extraordinary colors and its interior provides a choice of nine distinguished quality fabrics and leather in three colors.

Two power plants are offered—a masterful, super-performing 112 horsepower engine in the Kaiser DeLuxe and a 100 horsepower record-maker, for its combination of performance and economy, in the Kaiser Special.

You will be proud to own either a Kaiser Special or a Kaiser DeLuxe—and you buy a 1949 Kaiser with the confidence that Kaiser-Frazer engineering has been owner-proved, road-proved and value-proved by over 250,000 owners in more than *two billion* miles of driving!

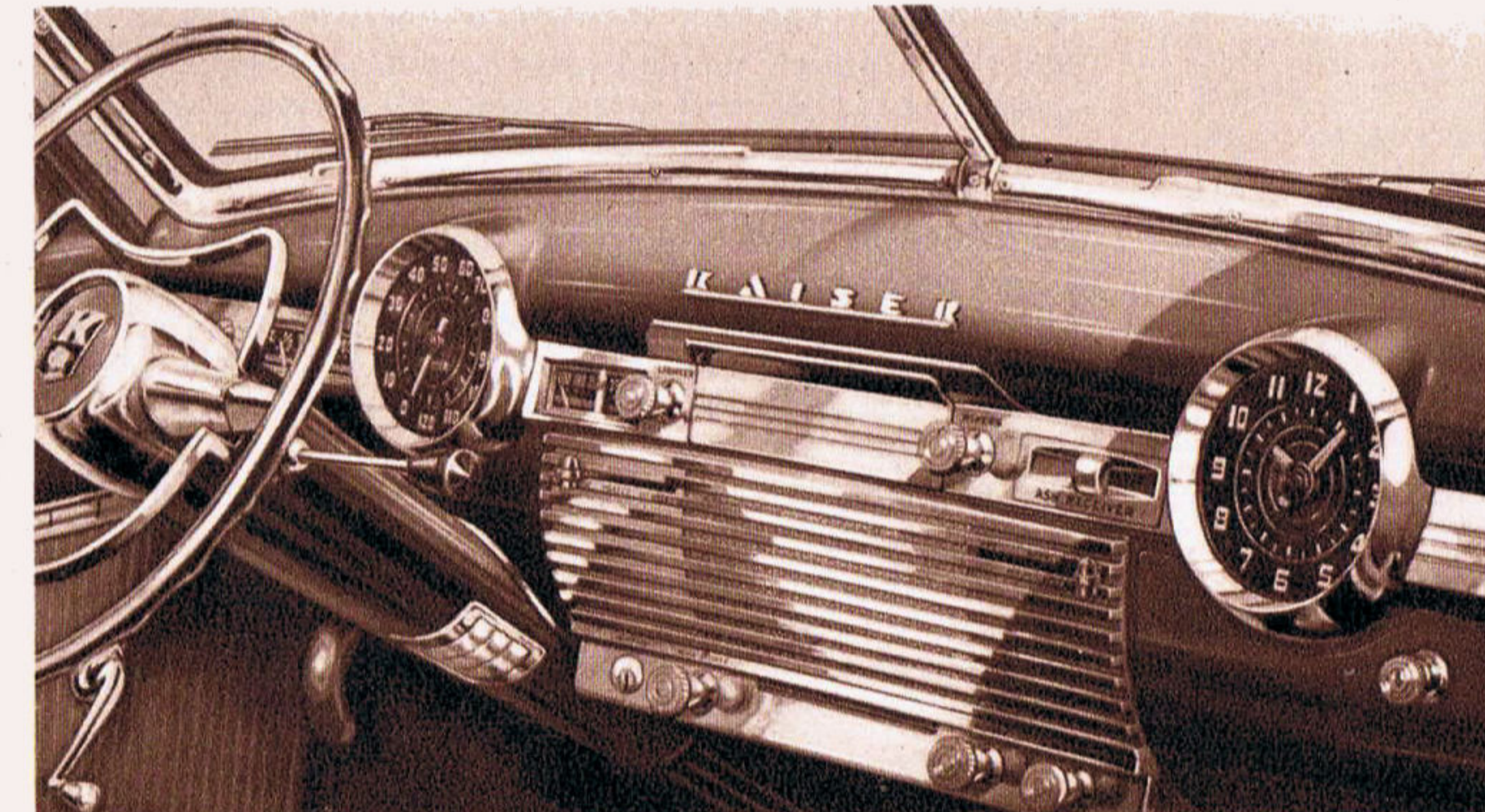
Plastic push-buttons open doors from inside; safeguard against accidental opening.



Over 4,000 K-F dealers to serve you *wherever you go* with genuine factory parts and accessories.



R-E-L-A-X AS YOU GLIDE! *All-direction* roominess! Seat-room, head-room, leg-room, elbow-room for three in either seat—cradled *ahead* of rear wheels.



MODERN DESIGN IN DRIVING! Steering wheel provides obstruction-free vision of highly-readable speedometer and gauges, indirectly lighted.



You'll go farther . . . *and take more with you* . . . in a 1949 Kaiser. The extra-large luggage compartment provides half again as much space as in many cars. Vertical mounting of spare wheel permits top-to-bottom usability.



Doors open easily, close securely with modern pull out handles.

Oversize tail-lights are set wide apart for utmost driving safety.

SPECIFICATIONS

ENGINE—L-head, six cylinders. Bore $3\frac{5}{16}$ inches, stroke $4\frac{3}{8}$ inches; displacement, 226.2 cubic inches; taxable horsepower 26.3; brake horsepower, Kaiser Special 100 @ 3600 R.P.M., all other Kaiser models 112 @ 3600 R.P.M. All models, compression ratio, 7.3 to 1.

FUEL SYSTEM—Kaiser Special, downdraft, single-throat, $1\frac{1}{4}$ " carburetor, dual-intake manifold; all other Kaiser models, downdraft, dual-throat, $1\frac{1}{4}$ " carburetors; dual-intake manifold; 21-gallon gasoline tank.

WHEELS AND TIRES—Wide-rim disc wheels. Individual tire chain slots. Tires, 7.10 x 15, extra-low pressure, 4-ply cord.

CLUTCH—Single dry-plate type; $9\frac{1}{4}$ -inch diameter; 9 springs. Ball throw-out bearing permanently lubricated.

TRANSMISSION—Synchronized, carburized, helically-cut gears; main and counter-shaft mounted on anti-friction bearings; steering column gear shift.

OVERDRIVE—Kaiser overdrive available at extra cost on all models except the Kaiser Special. Reduces engine speed 30 per cent without reducing car speed.

FRAME—Rigid, double-channel welded box section side girders; six cross members—three box section, two channel, and one "Z" bar cross member.

FRONT SUSPENSION—Kaiser independent front wheel suspension. Two-way, direct-acting, airplane-type shock absorbers inside coil springs. Directly connected stabilizer bar.

REAR SUSPENSION—Semi-elliptic spring— $53 \times 1\frac{3}{4}$ inches. Two-way, direct-acting, airplane-type shock absorbers mounted as an inverted "V" for sidewise control.

STEERING SYSTEM—Worm and sector gear, three-tooth type, worm mounted on two tapered roller bearings, sector mounted on needle roller bearings. 20' turning radius.

DRIVE—Hotchkiss—two-piece propeller shaft with three universal joints and a midship mounting equipped with ball bearing. No rear floor tunnel.

BRAKES—Self-centering, floating-shoe type. Hydraulic service brakes on all four wheels. Mechanical handbrake operates rear-wheel brake shoes. Centrifuse brake drums with cast iron braking surfaces.

ELECTRICAL SYSTEM—Shunt-wound, air-cooled generator with automatic voltage and current control; 15-plate battery, 100 ampere hour capacity. Vacuum spark advance on distributor. Sealed-Beam headlights.

COOLING SYSTEM—Thermostatic temperature control; sealed cooling system; capacity $13\frac{1}{2}$ quarts, plus $1\frac{1}{2}$ quarts with heater.

WHEELBASE— $123\frac{1}{2}$ ". **OVERALL LENGTH**— $206\frac{1}{2}$ ".

BODY—All-steel, welded construction. Special insulation against heat, cold, and noise. Safety glass throughout. Pull-type exterior door handles, push-button interior door controls. Spring balanced trunk lid.

INSTRUMENT PANEL—Modern instrument panel with instruments grouped in front of the driver for easy visibility, finished in metallic enamel colors to blend with the color tone of the upholstery; plastic trim on the Kaiser Special, chrome trim with plastic knobs on all other Kaiser models; indirect lighting.

STANDARD EQUIPMENT—Bumper jack and tool equipment. Dual sea-shell horns. Two sun visors. Dual windshield wipers with auxiliary vacuum pump. Tilt-type, no-glare rear-view mirror on all models except the Kaiser Special. Turn indicator lights optional on Kaiser Special, standard on all other models. Spare wheel. Bumper guards.

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