

“Why a Hemi?”

"Here's why."

Our new Hemi Six is a generation ahead of any six-cylinder engine in Australia. It's the product of 5 years and 150,000 man-hours of joint effort by a U.S./Australian engineering team. And it's specially designed for Australian driving conditions.

The gentleman opposite will tell you all about the new Hemi. He knows what he's talking about. He's Stirling Moss, Consultant to Chrysler of Australia.

"An internal combustion engine is really a big pump. Complicated . . . but a pump.

The carburettor (1) draws in air, mixes it with petrol. After compression by the pistons the mixture is burned in the combustion chamber, power is extracted, and spent gases are pumped out through the exhaust ports (2).

So the better an engine breathes, the better it pumps. And that's where the advantages of the hemispherical combustion chamber (3) come in.

The domed shape lets us use bigger intake and exhaust valves (4). So we get a free-breather. At the same time, the air/fuel mixture swirls smoothly in the domed chamber. And the power impulse from the spark plug travels a shorter distance. So the petrol burns evenly and completely."

Results: Up to 20% more economy. Plus the performance of a V-8. All for the price of a Six.

What else makes the Hemi a generation ahead? Plenty.

New hydraulic tappets (5) that never need adjusting. Seven large-diameter main bearings (6) for outstanding durability. And an advanced block made possible by modern oversquare design and our new Furan casting process (7).

Is the Hemi a proven engine? Absolutely.

It's undergone 1,000,000 miles of rigorous road testing. Plus 23,000 hours of dynamometer tests. It is strong. If you ever do have trouble, it's really no trouble at all.

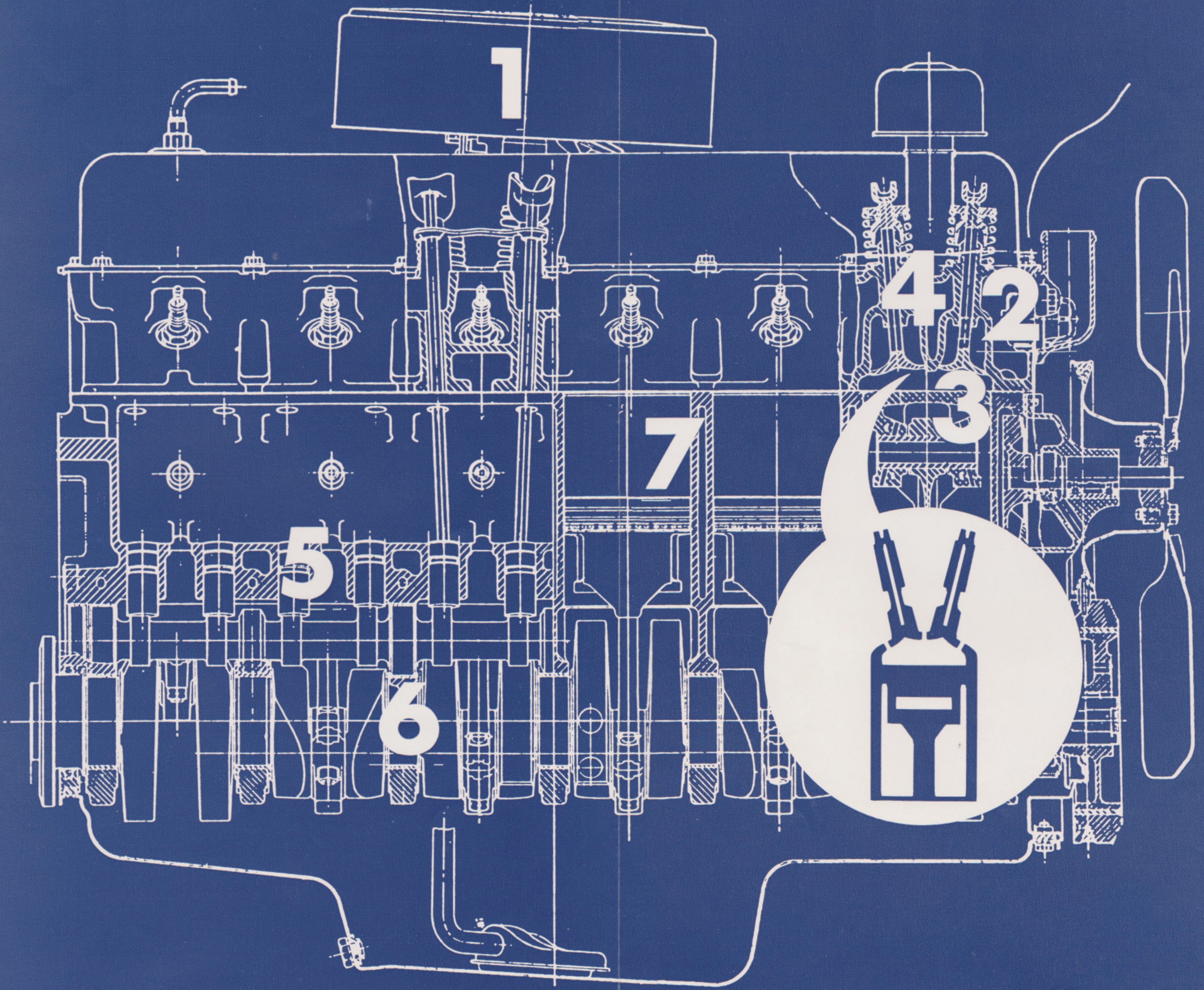
Chrysler mechanics have been tearing down and rebuilding Hemi's for the last 3 years. Parts availability is excellent, and our nation wide dealer network has been trained to provide fast efficient service.

We've spent a lot of time explaining Hemi. Because it's a lot of engine. But you should also know this.

The new Six can be coupled with either a 3-speed, fully synchronized, manual gear change, or TorqueFlite automatic transmission. And there's a new low-effort clutch pedal for easier shifts; a 2.92:1 rear axle ratio for peak economy.

That's a brief explanation of the revolutionary Hemi Six. It's far-and-away the most advanced Six in Australia. And it's standard equipment for our entire Valiant line. Test-drive a Hemi powered Valiant soon. It's the Right Buy for all the Right Reasons.





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HEMI 6 CYLINDER DRIVE TRAIN CHART

ENGINE	TRANSMISSIONS	REAR AXLE		MODEL APPLICATION
		STD.	OPT. SURE GRIP	
Hemi-245, Single barrel carburettor. 165 H.P. @ 4,400 R.P.M. 235 lb. ft. Torque @ 1,800 R.P.M.	3 speed all Synchronized Column	2.92:1	2.92:1, 3.23:1	Valiant, Valiant Regal, Valiant Safari, Valiant Hardtop, Valiant Regal Hardtop.
	TorqueFlite Automatic Column Shift	2.92:1	2.92:1, 3.23:1	Valiant, Valiant Regal, Valiant Safari, Valiant Regal Safari, Valiant Hardtop, Valiant Regal Hardtop.
Hemi-245 2 BBL. Two barrel carburettor. Low restriction snorkel silenced air cleaner.	3 Speed Manual All Synchronized Column Shift	2.92:1	2.92:1, 3.23:1	Valiant, Valiant Safari, Valiant Hardtop.
Modified camshaft, 185 H.P. @ 4,600 R.P.M. 240 lb. ft. Torque @ 2,000 R.P.M.	TorqueFlite Automatic Column Shift	2.92:1	2.92:1, 3.23:1	Valiant, Valiant Regal, Valiant Safari, Valiant Regal Safari, Valiant Hardtop, Valiant Regal Hardtop, VIP by Chrysler.
	TorqueFlite Automatic Floor Shift	2.92:1	2.92:1, 3.23:1	Valiant Regal 770, Valiant Regal 770 Hardtop, V.I.P. by Chrysler.
Hemi Pacer-245 2 BBL. Two barrel carburettor. Free breathing air cleaner. Modified camshaft. Split exhaust manifold. Power not rated.	3 Speed Manual All Synchronized Floor Shift	3.23:1	3.23:1	Pacer.

HEMI 6 CYLINDER ENGINE SPECIFICATIONS

- O.H.V. Vertical 6 Cylinder
- 245 Cubic Inch Displacement
- 3.76" Bore — 3.68" Stroke
- 7 Main Bearing Crankshaft
- Hydraulic Tappets
- Ball Stud Valve Rocker Arms
- Full Flow Oil System
- Replaceable Cartridge Oil Filter
- Pressurized Cooling System
- Thermostatic Temperature Control
- Automatic Mechanical and Vacuum Spark Control
- 35 Ampere Alternator



Made only in Australia



CHRYSLER
AUSTRALIA LTD.