



# CENTURA <sup>4</sup> AND <sup>6</sup>

## CENTURA ROOM, COMFORT AND SAFETY.

The term "medium size" has always tended to mean just that.

A medium amount of everything.

It's our belief that medium car buyers want a medium size and a medium price tag.

What they don't want is medium satisfaction.

The Centura range deliberately sets out to give medium more meaning than it's ever had.

Starting with more room. Not outside, but inside where it counts.

More safety. To stop you getting into trouble or to help you get through it.

More comfort. Coming from a quiet ride — as well as from correct equipment and seating.

And more performance. From a wide choice of engines and transmissions and improved handling characteristics.

### Room.

Centura spaciousness gives medium size a whole new dimension.

We got the measure of the two main competitors and set out to go further.

Outside, with a slightly longer wheel-base to give you 8 cm of better ride, like a much larger car.

But mainly concentrating on the inside.

Taking it from the top, there's over 1 cm of extra headroom for front seat passengers.

And because the rear is too often an afterthought, we've managed over 7 mm more headroom and 3 cm of leg room.

Even with the front seat slid right back. There's also extra shoulder room both front and back.

Despite all this extra "people" room, Centura still has enough space left over for an extra .05 m<sup>3</sup> of boot (roughly another overnight bag full).

There's even room for a 6.8 litre (1.5 gall) advantage in fuel tank size.

Giving you a longer distance between refueling points.

These figures are just how much we exceed the best measurements of both main competitors.

If you ran the tape over each car individually, our advantages would show up even better in many areas.

### Comfort.

A car's comfort should be judged not by what it feels like when you get in.

But what it feels like when you get out.

Especially after a day spent behind the wheel.

Front reclining bucket seats are standard on all Centuras.

Full loop-pile carpeting comes laid on.

So do restful colour schemes that are co-ordinated with body colours.



Centura's designed to take the rough with the smooth.

Comprehensive controls and instruments put everything within easy reach or plain view.

Centura's Unibody Construction contributes to giving the car an overall solid "feel".

Reducing fatiguing vibrations and rattles.

The sophisticated Triway suspension



system offers an unusually flat, stable ride.

So tiring sway and body roll are minimised.

The more relaxed you feel in a car, the more capably you can drive it.



A GL Sports pack and an XL with optional radio. Centura's medium sized outside; more than medium inside.

So Centura luxury isn't just to help you feel relaxed when you reach your destination.

It can also help you reach it.

Which brings us to the next subject.

### Safety.

The roads we're bringing this car onto aren't getting any less hazardous.



Reclining buckets give a high standard of comfort.

For this reason, much of our development work has concentrated on Centura safety.

Safety of two kinds:

The Primary type; to help you steer clear of trouble.

The Secondary type; that looks after you if trouble does happen to come your way.

Primary safety, as we've mentioned, really starts with a relaxed and attentive driver.

And Centura's comfort contributes to this.

But other areas have been looked at long and hard.

Like good vision.

This is why Centura has more glass area than the biggest competitor. With over 900 cm<sup>2</sup> more in the critical wind-screen area alone.

And of course, a high-efficiency heater demister to keep it all transparent.

Ventless side glass and sensible front

roof pillar placement give you the all-clear at intersections.

Visibility can be further enhanced by ordering a special laminated windscreen with gradated tint or an electric defrosting rear window.

Other far-sighted ideas help you keep an eye out for trouble.



GL instrumentation showing woodgrain surround and wheel inserts.

All Centura's are fitted with dual headlamps for a better beam spread.

And there are reversing lamps as a further safety backup.

The full-width instrument panel is glare free.

Minimum profile anti-lift windscreen wipers maintain full pressure at high speed

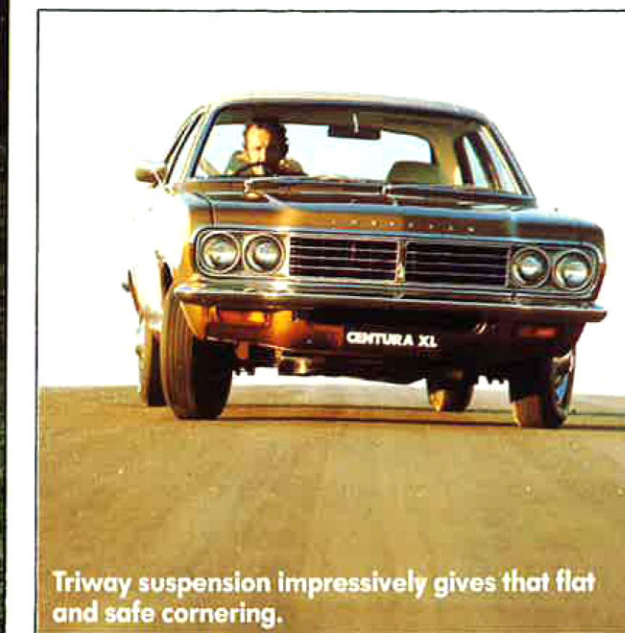
runs in the rain to "squeeze" the glass dry.

Door reflectors keep overtaking traffic well clear of alighting passengers.

And a lockable glove-box and child-proof rear door locks allow you to mind the road instead of the kids.

Motoring safety also depends on being able to keep full control in any situation.

Our sophisticated Triway suspension minimises "floating" and roll and gives the car magnetic cornering.



Triway suspension impressively gives that flat and safe cornering.

This system involves 4-link coil-suspension with shock absorbers on rear wheels and McPherson struts with coaxial shock absorbers on front wheels.

Anti-sway bars are installed front on 4 and 6 and rear on 6 cylinder, both have a rear Panhard Rod for lateral stability.

All this combined with radial tyres as standard means tracking and stability are nothing short of incredible.

Centura's 4 and 6 cylinder engines, being quick on the uptake, are another safety factor.

Because sometimes it's better to power out of a dicy situation.

Or get up to expressway speeds smartly.

As a final — and perhaps most critical — line of defence, we've developed a special braking system we call Centraline.

It involves, on the fours, big 249 mm front discs and sturdy rear drums. On the sixes 279 mm versions of the discs, again combined with rear drums.

In both cases, discs are power-assisted and the whole system is backed up with a load sensitive proportioning valve that unswervingly delivers the car to a rapid straight line stop.

It actually helps eliminate rear wheel lock-up, wherever the weight sits in the car.

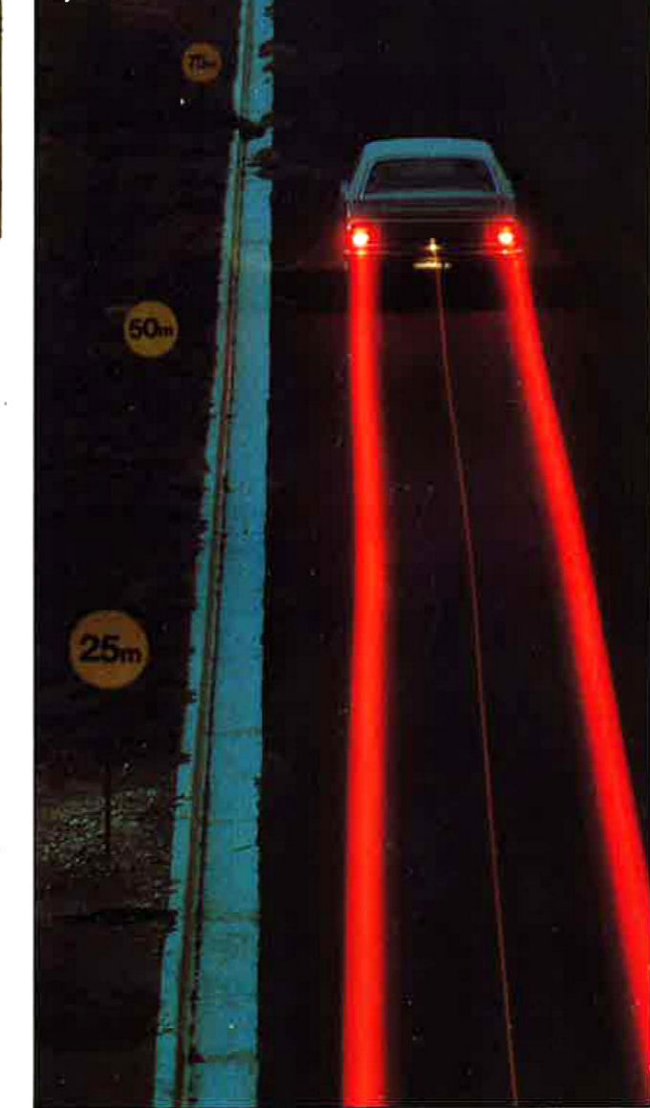
Despite all these precautions, it's still possible to have trouble come your way.

This is when Centura's Secondary Safety comes to the rescue.

The passenger cabin is constructed as a rigid box, while the front and rear sections are designed to absorb the energy before it reaches the cabin.

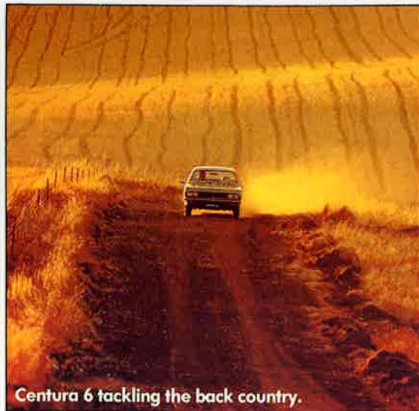
And Centura's inertia-reel seat belts have been tested to absorb over 1.8 tonnes of force.

Stopping straight with the Centraline Braking System.





GL 6-cylinder, the perfect setup for work, or leisure towing.



Centura 6 tackling the back country.

### CENTURA SIXES

The Centura six-cylinder models are designed for those who want to get out and about.

Who want the long-distance comfort and power of a bigger car, in a more convenient size.

And who perhaps need lots of torque to whisk a trailer or caravan around without too much effort.

The very style of the Centura Six suggests what it's all about.

The flowing contemporary lines and

roominess suggest the wide open spaces.

And the businesslike "power bulge" front end, three-piece bumper and dual headlamps, give the front a distinctive look.

But the rear end styling is certainly no afterthought.

The gently sloping rear deck finishes strongly in an integrated tail lamp cluster.

Giving the driver behind something to envy.

The GL version of the Six adds further touches.

Like a standard vinyl roof, rear bumper over-riders, full-dress wheel covers, satin-finish stainless steel wheel arch mouldings, protective full-length side moulding and stainless steel centre pillar moulding.

### Engines.

Centura offers two six-cylinder engine sizes.

Starting with the 3.5-litre Hemi that punches out plenty of power but does it on standard fuel.

Going up to the 4-litre; the most



XL 6-cylinder on the open road with optional body side moulding & wheel covers.

popular-size Hemi on the road.  
Both deliver more power, torque and economy than comparably-sized sixes.  
The Hemi head design allows bigger valves, so the engine breathes more freely than a conventional engine.  
And thus requires less fuel to develop all the power.  
In addition, a device we call a hot-air intake pre-heats air before mixing it with fuel.

Helping the whole mixture to burn more completely.  
And minimising exhaust pollution. Also contributing to this fuel scrimping is our exclusive Electronic Ignition system. This solid-state device works up 35% more spark.  
Meaning more chance to ignite the fuel mix.  
And of course, surer starts in the cold and wet.

**Transmissions.**  
Again more than a medium choice. Centura sixes offer no less than three transmission systems.  
Standard is a three-speed manual, floor-mounted.  
There's a short throw four-on-the-floor available.  
Or you can make things even easier with the famous Torque-Flite three-speed automatic, with console mounted T-bar shifter.



Select a three, four or T-bar automatic shift.



XL 4-cylinder with optional radio and protection package of body side moulding and rear bumper overriders.

## CENTURA FOURS

Centura Four is ideal for the driver who does most miles around town.

Who wants economical and agile transport that's still spacious and comfy.

Centura's clean functional lines and big glass area looks the very style of modern city living.

The dual headlamps and three piece bumper treatment and the "power-bulge" nose gives it a sophisticated appearance.

A gently sloping deck lid and cleanly designed tail-lamp group finish it off nicely.

GL Four adds other attractions like a standard vinyl roof, full-dress wheel covers,

stainless steel centre pillar moulding, stainless steel wheel arch mouldings and protective full length side stripe.

### The 2.0 litre engine.

As it happens, our 4-cylinder has a better power output than the others.

But economical motoring is the central concept of Centura Four. However, the toughest place to get good mileage is in built-up areas, where you'll tend to cover most ground.

Our imported 2.0 litre four-cylinder takes steps to boost economy.

Its overhead-cam system has fewer

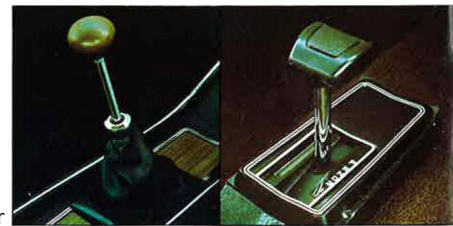
moving parts to drain power through inertia and friction.

The lightweight aluminium cross-flow cylinder head not only lets the engine breathe more efficiently but means less weight to lug around.

The Weber 2-barrel carburettor system delivers more precise portions of fuel to each cylinder.

There's an automatic choke and another clever device — a "thermo-electric fan" which only cuts in at a certain temperature.

Saving power and fuel at highway speed where the air stream can do the cooling.



4 speed manual and automatic shifts.



GL 4-cylinder, seen in all the right places round town.

## OPTIONS/ACCESSORIES

Centura is a medium that will mean a lot more to you personally.

So perhaps you'd like to make your own Centura even more individual.

A selection of options and dress-up accessories is illustrated here.

And there's a complete array on the back page.

You can even go as far as building your own Sporty Centura with our Sportspack kit which includes styled wheels, dashing stripe treatment and cloth seat-trim inserts as well as a tachometer.

Why not?

After all, medium can mean adventurous too.



Push button radio is an XL option.



Radio/cassette stereo is optional on both XL & GL.



Hard roof, standard on GL, optional on XL.



Transmission and storage console with woodgrain finish. Optional on GL.



Standard GL wheel cover.



Optional styled road wheel.



Standard XL-4 wheel trim



Optional rear window defroster just starting work on a cold morning.



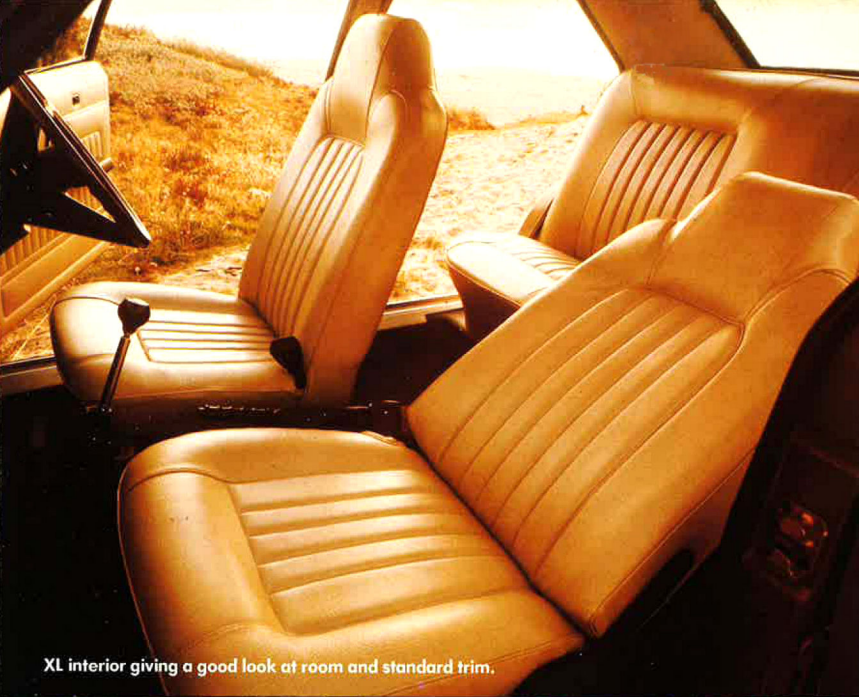
Compact air conditioner that doesn't use any leg room.



Sportspack seats featuring cloth inserts.



Sportspack GL-6, showing stripe treatment & styled road wheels.



XL interior giving a good look at room and standard trim.



The XL instrumentation certainly isn't sparse.

### INSIDE THE XL.

A quick tour of the Centura interior shows again how much medium can mean.

Fully reclining front buckets might be some makers idea of options, but not our's. Neither do we think door-to-door loop-pile carpet should be extra.

Controls are comprehensive and handy.

Instead of being scattered all over dash and floor areas, all functions are centralised in three individual stalks mounted on the steering column. Giving you fingertip

operation of headlamps, instrument lamps, dipswitch, flasher system, horn, indicators, wipers and twin-jet windscreen washers.

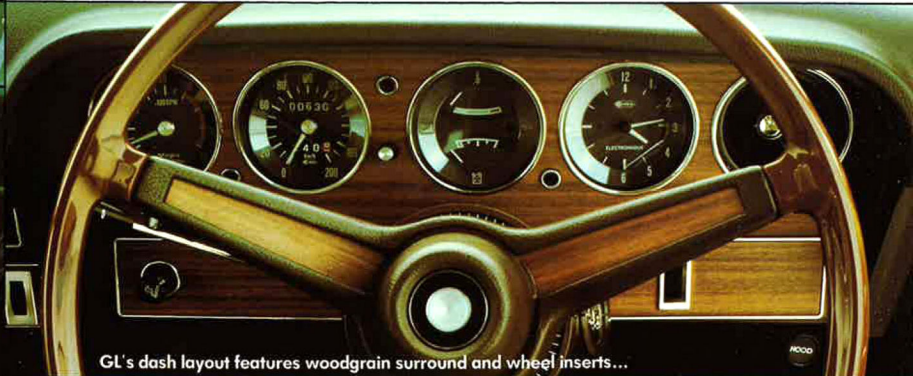
Instrumentation offers more too. XL has all the usual instrumentation plus a trip counter and an indicator for oil, temperature and charge. A special pilot light warns if any external lights are left on.

There's even a low fuel warning light as well as the calibrated gauge.

And face-level air vents are located at both extremities of the dash.



Standard GL seating with optional interlaced cloth inserts.



GL's dash layout features woodgrain surround and wheel inserts...

### INSIDE THE GL.

GL's interior raises the standard even higher with carpet kick-pads along the doors and a fold-down centre armrest for rear seat travellers.

Its instrumentation adds a tachometer, electric clock and radio and surrounds everything with woodgrain finish which carries over to the central transmission console (except on floor-mounted four speed), and along steering wheel spokes.

plus standard radio and variable speed heater.





## SPECIFICATIONS:

### Engine:

4 cyl: 2.0l — 4 cylinder-in-line, SOHC. Bore: 91.7mm (3.61in). Stroke: 75mm (2.95in). Capacity: 1981cc (120.9cu.in). Compression ratio: 9.45:1. Max. Power: 89kW (120bhp) @ 5700rpm. Max. Torque: 175Nm (129lb.ft) @ 3500rpm. Carburettor: Single down draught, two barrel with automatic choke.

6 cyl: 3.5l — 6 cylinder-in-line, OHV. Bore: 89.4mm (3.52in). Stroke: 93.5mm (3.68in). Capacity: 3523cc (215cu.in). Compression ratio: 8.0:1. Max. Power: 104kW (140bhp) @ 4400rpm. Max. Torque: 271Nm (200lb.ft) @ 1800rpm. Carburettor: Single down draught, single barrel with automatic choke.

6 cyl: 4.0l — 6 cylinder-in-line, OHV. Bore: 95.5mm (3.76in). Stroke: 93.5mm (3.68in). Capacity: 4014cc (245cu.in). Compression ratio: 9.5:1. Max. Power: 123kW (165bhp) @ 4400rpm. Max. Torque: 319Nm (235lb.ft) @ 1800rpm. Carburettor: single down draught, single barrel with automatic choke.

### Transmission:

4 cyl — 4 speed manual with synchromesh on all forward gears. Gear ratios: 1st 3.546, 2nd 2.175, 3rd 1.418, 4th 1.000, Reverse 3.226. 3 speed automatic — optional. Gear ratios: 1st 2.45, 2nd 1.45, 3rd 1.00, Reverse 2.20.

6 cyl — 3 speed manual with synchromesh on all forward gears. Gear ratios: 1st 2.95, 2nd 1.69, 3rd 1.00, Reverse 3.67. 4 speed manual with synchromesh on all forward gears — optional. Gear ratios: 1st 3.32, 2nd 2.00, 3rd 1.43, 4th 1.00, Reverse 3.00. 3 speed automatic optional. Gear ratios: 1st 2.39, 2nd 1.45, 3rd 1.00,

Reverse 2.09. All transmission shift levers are central floor mounted.

### Clutch:

Single dry plate with diaphragm pressure plate. Diameters: 200mm (7.9in) — 4 cylinder. 241mm (9.5in) — 6 cylinder.

### Rear Axle:

Type — Semi-floating hypoid gear drive. Final drive ratio — 3.727:1 (4 cyl), 3.23:1 (3.5l 6 cyl), 2.92:1 (4.0l 6 cyl).

### Suspension:

Front — Independent McPherson strut type with coil springs, anti-sway bar and dual acting hydraulic telescopic shock absorbers. Rear — Coil springs, anti-sway bar (6 cyl. only), Panhard rod and dual acting hydraulic telescopic shock absorbers.

### Steering:

Rack and pinion — ratio 22.9:1. Turns lock to lock — 4.06.

### Brakes:

Front disc 249mm (9.8in) diameter — 4 cylinder. 279mm (11.0in) diameter — 6 cylinder. Rear drum: 229mm (9.0in) diameter. Master cylinder: Single (4 cylinder); tandem (6 cylinder). Power boosted with load sensitive proportioning valve.

### Electrical system:

Battery: 12V, 45Ah (6 cylinder), 12V, 40Ah (4 cylinder). Alternator: 35Amp. (4 cylinder), 40Amp (6 cylinder).

### Wheels and tyres:

14" x 5.5" JJ — 175SR 14 BSW radial ply.

### Dimensions, weights and capacities:

Overall length 4585 mm (180.5in) — XL. 4623mm (182.0in) — GL. Overall width 1727mm (68.0in). Overall height 1430mm (56.3 in). Wheelbase 2667mm (105.0in). Track — front 1407mm (55.4in). Rear

1397mm (55.0in). Kerb weight — Manual transmission — 4 cylinder 1116 kg (2460 lb) — XL. 1125 kg (2480 lb) GL. 6 cylinder 1216kg (2680lb) XL. 1225 kg (2700lb) GL. Trunk capacity 0.39cu. meters (13.9cu.ft). Fuel tank capacity 61.4 litres (13.5 gallons). Turning circle 11.0 meters (36ft).

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OPTIONS	XL	GL
Vinyl Roof	○	X
Delete Vinyl Roof		○
Radio — push button integrated circuit	○	X
Heated Rear Window	○	○
Protection Package (body side mldg., rear over riders)	○	X
Wheel Covers	○	X
Styled Road Wheels 6.0" Rim (6cyl. only)	○	○
Tinted Gradated Laminated Windscreen	○	○
Air Conditioning (6cyl. only)	○	○
Radio/Stereo Cassette Player	○	○
Reclining Cloth/Vinyl Bucket Seats	N.A.	○
Automatic Transmission — Floor Shift	○	○
4 speed manual floor trans. (6cyl. only)	○	○
3.5l (215cid) 6cyl. engine	○	○
4.0l (245cid) 6cyl. engine	○	○
Sports Pack GL Exterior decal stripes, wheel treatment, cloth trim inserts		○
Sports Pack XL Exterior decal stripes, wheel treatment, woodgrain instrument cluster, tachometer, clock, cloth trim inserts	○	

X = standard ○ = optional N.A. Not Available