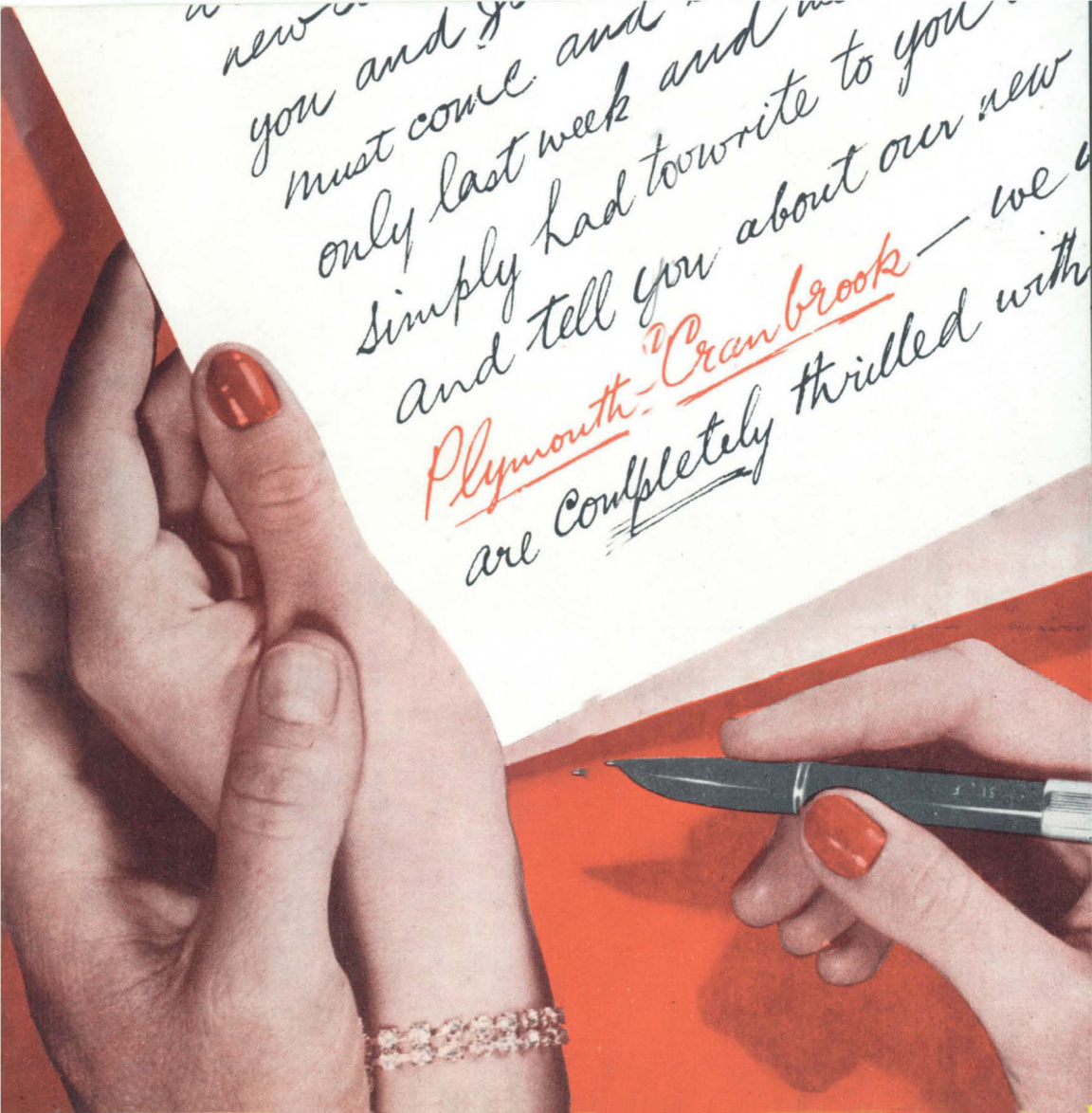
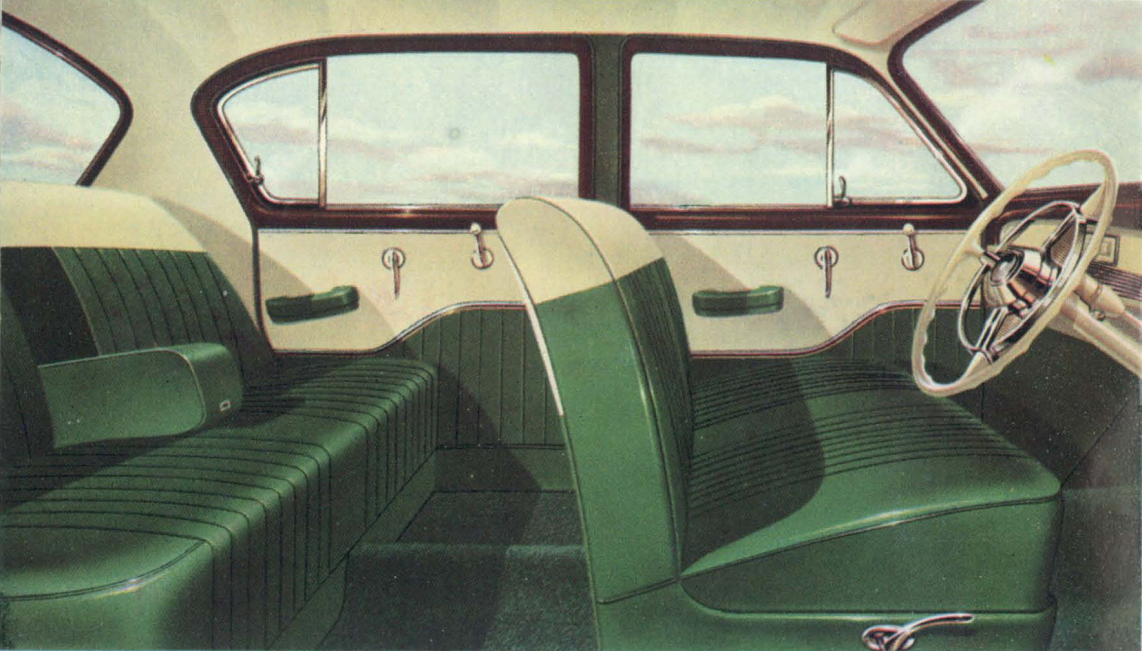


a new
you and you
must come and
only last week and
simply had to write to you
and tell you about our new
Plymouth-Cranbrook — we
are completely thrilled with





Color Harmonies *THAT SAY "LET'S BE GAY!"*

Color harmonies in keeping with the joy of riding in a Plymouth. Two-tone ensembles, modern, yet so artistically contrived, giving an air of elegance and good taste. Your favourite colors in new and delightful shades . . . cool blues, a dashing coral . . . a warm shade of tan . . . deep and restful green . . . softly highlighted with Sarasota Sand . . . making the soft bolsters and pleated seat backs even more inviting. And these smart trims keep fresh and new—it's simply amazing the wear they will take and stains (even nail polish) wipe off easily without a mark.

.. AND THERE'S MORE THAN MEETS

THE EYE IN PLYMOUTH

Safety!

Safety rides with you always in Plymouth and it's well worth while having your Plymouth Distributor or nearby country Dealer explain the reasons in detail. So much is inbuilt in this car to take care of any emergency, to stand guard over the safety of you and yours And this extra measure of safety is a point to remember (particularly if you are a family-man), when you are deciding the make of the new car you will buy.



You can't see the special retaining ridge in the safety-rim wheels that hold a tyre in place in case of sudden, major tyre damage.



You can't see the sturdy chassis frame, the balanced distribution of the car weight, and other features that keep you safer on the road than ever before.



You can't see the two hydraulic brake cylinders in each front wheel (most other cars have only one), but you get better, safer stopping.



You can see, and see in safety the road ahead, behind and at the sides—windscreen is big and curved with narrow corner pillars so placed as to give little or no obstruction.

YOU'LL RIDE AS THOUGH

floating on air!

The softest, smoothest ride you could ever imagine. Plymouth is balanced against roll—stays more level when taking a bend. A low centre of gravity and wide rear springs give a steadier ride. Plymouth is balanced against pitching. Synchronised springing and scientific distribution of weight give a more stable ride. Plymouth is balanced against the up and down motion caused by pot-holes. Oriflow shock absorbers are self adjusting to large and small bumps. Yes, all three riding motions are controlled in Plymouth . . . and because this car rides so smoothly it's so much easier to handle. This new Cranbrook has the brake and clutch pedals, now pendant mounted. (suspended from above)—So much more comfortable for your feet—so much more freedom on the floor.



THE INCREDIBLE EASE OF FULL-TIME POWER STEERING



Power-steering, another Chrysler "Engineering First" takes over almost all the work of steering—but leaves control with the driver. It gives added safety because of split-second response and less physical force required. It means finger-tip parking, and even while the car is motionless (and engine running) you can turn the wheels without effort. There's surer steering on rough roads too, because Power Steering eliminates road shock and wheel fight. To suit the individual preference of owners, Power Steering is optional equipment at modest extra cost.

THE ABSOLUTE RELIABILITY OF

Chrysler engineering

Plymouth's 114 b.h.p. engine has a high 7.59 to 1 compression ratio and combustion chambers designed to get even, controlled burning of the fuel charge in each cylinder—Result, new efficiency in smooth, quiet application of power, less strain on vital parts.

Light weight pistons contribute to long economical engine performance—and Plymouth has four rings on each piston, the top being chrome plated for best compression seal and to give far longer life to cylinder walls.

Floating-power, replaceable, precision type bearings, automatic choke, automatic manifold heat control, automatic spark control, sealed oil filter, ventilated crankcase with double protection against entry of dust, full length water distributing tube, permanent sintered bronze fuel filter, these and many other examples of Chrysler engineering thoroughness put extra life into your PLYMOUTH CRANBROOK.

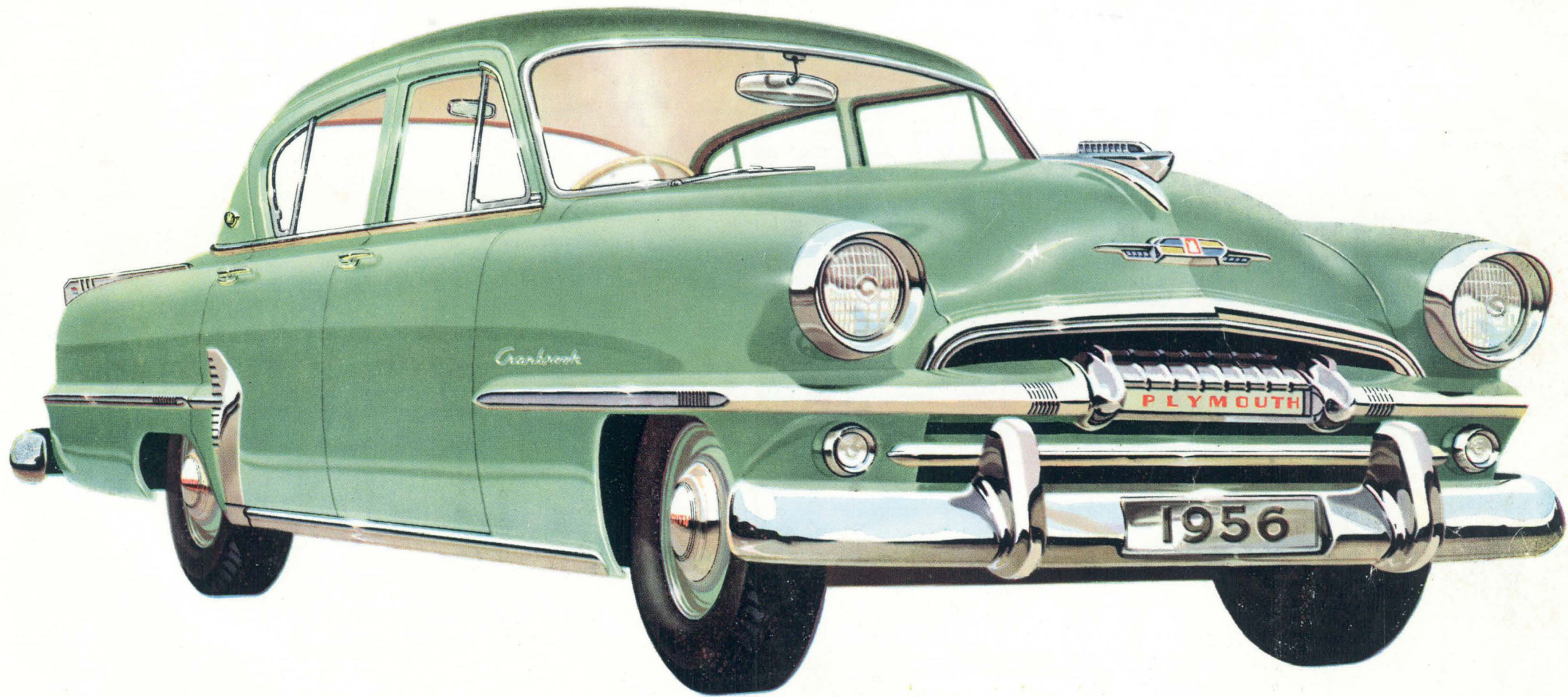
"Happy ever after"

WHEN YOU CHOOSE

PLYMOUTH

Plymouth Cranbrook has brought something extra in value and satisfaction that you will have for the life of the car—and that life will be longer! It's all so logical, because Plymouth has not cut down anywhere in solidity of construction, in extra inches of space for passengers, in quality metals and engineering methods that reduce maintenance costs and add so much to the life of the car.





PLYMOUTH CRANBROOK SPECIFICATIONS

DIMENSIONS—Wheelbase, 114 in. Car overall length, 190-13/16 in. Height, 63½ in. Width across front fenders, 74¼ in. Tare weight, 1 ton, 9 cwt.s., 2 qrs., 17 lbs.

AXLE, FRONT—Independently sprung wheels. Reversed Elliott steering knuckle support.

AXLE, REAR—Semi-floating type with hypoid drive gears. Rear axle ratio, 3.9 to 1. Oil capacity 3½ Imperial pints.

BRAKES—Parking brake operates on propeller shaft at rear of transmission. External contracting type, woven asbestos lining material. Frictional area 33½ sq. in. Parking brake operated by "T" handle turn release located under instrument panel on right of driver. Service brakes: Hydraulic, internal expanding type. Drum diameter, 10 in. Lining area, 2 in. x 21 in. (front), 2 in. x 18½ in. (rear). Total contact area, 158 sq. in.

CLUTCH—Single plate, dry disc. Dimensions, 6 in. (inside), 9¼ (outside). Total contact area, 77.8 sq. in. Operation, hydraulic. Pendant type clutch pedal.

COOLING SYSTEM—Centrifugal water pump, 6-blade fan, cellular radiator core, pressure vent cap. Thermostat circulation control, cylinder block water distribution tube, full length water jackets. Total cooling system capacity, 2½ gallons.

ENGINE—High torque, six cylinder "L" head type. Bore 3¼ in., stroke 4½ in. Piston displacement, 230.2 cub. in. Taxable horsepower, 25.4; maximum B.H.P., 114 at 3,600 r.p.m. Maximum torque, 194 lbs. ft. at 1,600 r.p.m. Compression ratio, 7.59 to 1; cast-iron cylinder head.

CAMSHAFT—Cast-iron, distributor and oil pump drive integral, silent chain drive, 4 bearings.

CRANKSHAFT—Drop forged steel, 9 counter weights, vibration damper, 4 removable precision bearings.

CONNECTING RODS—Drop forged, I beam section, removable precision big-end bearings.

CARBURETTOR—Ball and Ball (Carter), single down draught, fitted with accelerating pump. Oil-bath air-cleaner with integral intake silencer. Automatic choke. Automatic manifold heat control.

PISTONS—U-slot, cam-ground, aluminium alloy tin plated. Floating type piston pins of high manganese steel. Two compression, two oil control rings. Top compression ring chrome plated, lower ring tin plated.

VALVES—Poppet type, removable guides, special alloy exhaust valve seat inserts. Mushroom type tappets with self-locking adjusting screw.

FUEL SYSTEM—Mechanical diaphragm pump, sintered bronze screen unit in fuel tank. Tank capacity, 12.5 Imperial gallons.

ENGINE LUBRICATION—Pressure to mains, lower connecting rod bearings and camshaft bearings. Floating type oil intake, sealed type oil filter.

ELECTRICAL—12-volt, 9-plate MoPar battery; capacity, 60 ampere hours. Distributor: single breaker type with centrifugal and vacuum advance control, radio suppressor resistor incorporated. 12 volt, shunt wound generator, fan cooled. Charging control, vibrator type current and voltage regulator, maximum charging rate 22 amps. Starter motor solenoid actuated by turning ignition key beyond "on" position.

PROPELLER SHAFT—Tubular shaft, drive taken through rear springs, front and rear universal joint cross and trunnion type, with needle roller bearings.

STEERING—Direct double tie-rod; Gear type worm and three-tooth roller. Ratio, 18.2 to 1. Horn ring incorporated in steering wheel.

SUSPENSION—Springs: Coil springs at front, sway eliminator mounted on frame and connected to lower control arms. Rear springs non-parallel, longitudinal leaf, with moulded Polyethylene interliners standard equipment. Heavy duty suspension and extreme duty rear springs available at slight extra cost. Shock absorbers hydraulic, direct double-acting telescopic Oriflow. Heavy duty shock absorbers available with heavy duty and extreme duty springs.

WHEELS AND TYRES—Five demountable steel disc wheels with Chrysler exclusive safety rims. Tubeless tyres standard equipment, 6.70 x 15, 4-ply. Optional: 6.70 x 15, 6-ply; 6.50 x 16, 4 or 6-ply (with 16-in. wheels). Whitewall: 6.70 x 15, 4 or 6-ply; 6.50 x 16, 4 or 6-ply (with 16-in. wheels) at extra cost.

TRANSMISSION—Three-speed, all helical gears, synchromesh second and third. Remote control gearshift. Ratios: 3rd, 1.0:1. 2nd, 1.83:1; 1st, 2.57:1; reverse, 3.49:1. Final drive ratios: 3rd, 3.9:1; 2nd, 7.14:1; 1st, 10.02:1; reverse, 13.61:1.

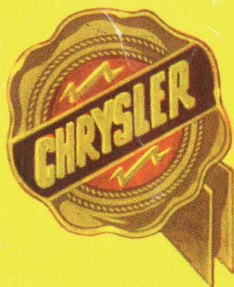
POWER STEERING—Optional equipment at extra cost.

THE BODY—All steel construction rigidly braced, reinforced and welded in single unit design. Safety glass throughout with curved windscreen and rear light; clear vision vent system with swing type vents on doors. Door armrests, centre arm rest on rear seat.

EQUIPMENT—Dual sun visors, anti-glare rear view mirror, vanity mirror, ash trays front and rear compartments, cigarette lighter, wrap around bumpers, tool kit and tyre pump. Back-up lights, dual air-tone horns.

All specifications subject to change without notice and without responsibility to Chrysler Australia Limited.

PRODUCT OF CHRYSLER AUSTRALIA LIMITED, ADELAIDE, SOUTH AUSTRALIA





a new car
you and you
must come and
only last week and
simply had to write to you
and tell you about our new
Plymouth-Cranbrook — we
are completely thrilled with

