

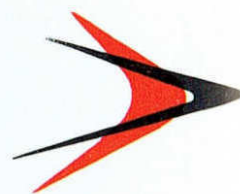
"Powerflow" 117 b.h.p. Big Six

"Fury" 220 b.h.p. V-8



Chrysler **ROYAL**

Famous Chrysler Quality is now within your reach!



Please accept this catalogue with our compliments and our thanks for your interest in Chrysler Royal. Before making your own dispassionate assessment of our Chrysler Royal proposition, we suggest that the truly wisest approach to a new car purchase is, first, from the angle of value for money.

To put the case for Chrysler Royal's value in its most conservative light . . . take a hypothetical assumption that this new model did not have one single improvement over its predecessor—what then? . . . Well . . . the first Royal could more than hold its own in any company of fine cars, regardless of whether the comparisons were mechanical, artistic, or downright mercenary . . . An Australia-wide opinion poll, in which Royal owners gave their critical yet constructive opinions of the car, showed that 98% were satisfied, very well satisfied. The percentage is phenomenally high for any new marque of car . . . Again, the *same* standard production model Royal topped the big car class in both the 1958 Ampol and Mobilgas trials, 10,000 miles on top of a gruelling 7,000 and the car was perfect mechanically after each run . . . Convincing proof indeed of Royal's soundness of mechanical design.

Sum up these desirable attributes of motoring, which are *assured* in this new model—absolute satisfaction, dependability, quiet pride of ownership. Consider that the price is now much lower and well down to earth. Add to them both the fact that the new Royal is actually an even better-built car than its predecessor—better built not only in the fundamentals, but also in so many important details . . . and there you have the crux of Chrysler Royal's outstanding value. On the following pages you will find a comprehensive, factual presentation of the styling and mechanical details of our new car. If, after making your evaluation and comparison, you have any questions please do not hesitate to ask.

Thank you again for your time and interest.

**You could pay
hundreds more
for a new car
and still not get
the extra safety . . .
ease of handling
. . . and rugged
dependability of
Chrysler Royal**

**TO MEET WHATEVER
YOU WANT IN A CAR**

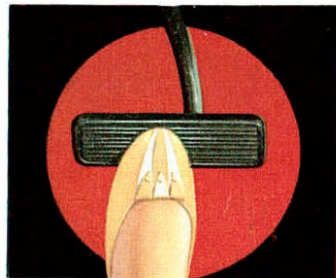
Chrysler Royal is unique in that, with four basic models and the widest range of special equipment, you can select a combination of features to match **exactly** whatever you want your car to do. Four models, each with its own distinctive quality of excitement, give you an initial choice of power and type of transmission . . . The dependable "117 b.h.p. Big 6" is available with either smooth shifting, standard transmission, Automatic Overdrive (well worth considering if you regularly cruise for long distances), or self-shifting, No-clutch PowerFlite transmission! At the head of the line is the fabulous 220 b.h.p. Fury V-8 with PowerFlite as standard equipment.

AUTOMATIC DRIVING puts the future at your fingertips!

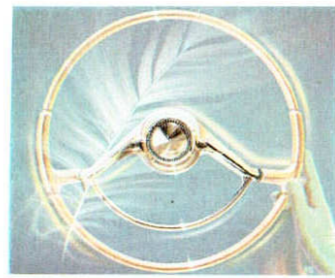
PUSHBUTTON POWER-FLITE AUTOMATIC TRANSMISSION: PowerFlite no-clutch automatic transmission has a unique record for delivering care-free service. The design has been right — and right from the start. PowerFlite also provides the advantage of simple, push-button control — no levers to pull or push — it's as effortless as flicking a light switch — and the control panel is within easy reach of the driver, but away from any other hands (particularly from young fingers) — PowerFlite is so simple, so safe — To start, press button N (neutral), turn the ignition key, press button D (Drive), step on the accelerator to go — touch the brake to stop — gears will change silently, automatically, to meet whatever the driving need. Edging back and forth into a narrow parking place is simply a matter of pressing buttons D and R (Reverse). The "L" button holds the transmission in low gear if you want the safety of engine braking for a long, steep grade. The pushbuttons are illuminated for night driving. Automatic lockout is a safeguard in case you accidentally pressed the Reverse button when the car is moving forward above 10 m.p.h.



Moderate extra cost brings you "Power Assists" that add to your driving pleasure . . . Power Steering . . . Power Brakes. Although Royal's standard colour range and appointments are most comprehensive — for a modest additional outlay you can have a Royal that is colour-styled and furnished in the way that makes it so individually and personally yours . . . Spring options are provided to meet consistent driving over particularly tough conditions such as are met way outback . . . A wide range of handsome MoPar accessories are available for so many practical purposes: Solex, anti-glare glass, Heater and Demister, Windscreen Washer, Sunshade, Radio.



SAFETY-SURE POWER BRAKES: If you drive regularly in the stop-and-go tension of heavy traffic, you'll appreciate the value of an investment in Power Brakes as an adjunct to Chrysler's outstanding "Safeguard" Hydraulic Brakes. A vacuum-servo unit multiplies by 2½ times the normal result from your foot pressure on the brake pedal. Increased stopping power available for emergencies — 60% less effort needed for normal stops. Normal braking instantly resumed in the unlikely event of the vacuum unit's failure.



FULL-TIME POWER STEERING: If your daily driving is a constant succession of pull-in, back-out and park operations, Power Steering makes them a simple, effortless, one-finger exercise. (Wonderful for your wife, too, when she takes the car to town.) Out on the highway, sharp bumps or crosswinds can't veer you off-course. Gives you maximum control over your vehicle in the event of damage to wheels or tyres, enabling you to bring your Royal to a safe, sure, straightline stop.



AUTOMATIC OVERDRIVE has the normal flexibility of the conventional 3 speed gearbox plus 3 additional easy-to-use forward ratios which are brought into operation by accelerator control. These Overdrive ratios provide sustained high speed cruising, saving 30% engine revs. (more m.p.g., too)—A sensational surge of sustained power in Overdrive "second" (ratio is between normal "second" and "top") —Shifting up or down between Overdrive "second" and "top" without using the clutch.

Compare the value in Australia's most dependable "Six"

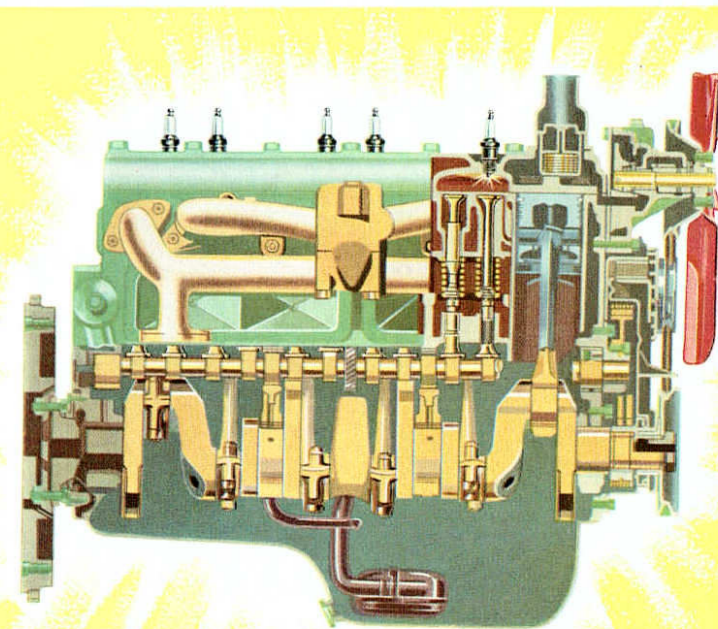


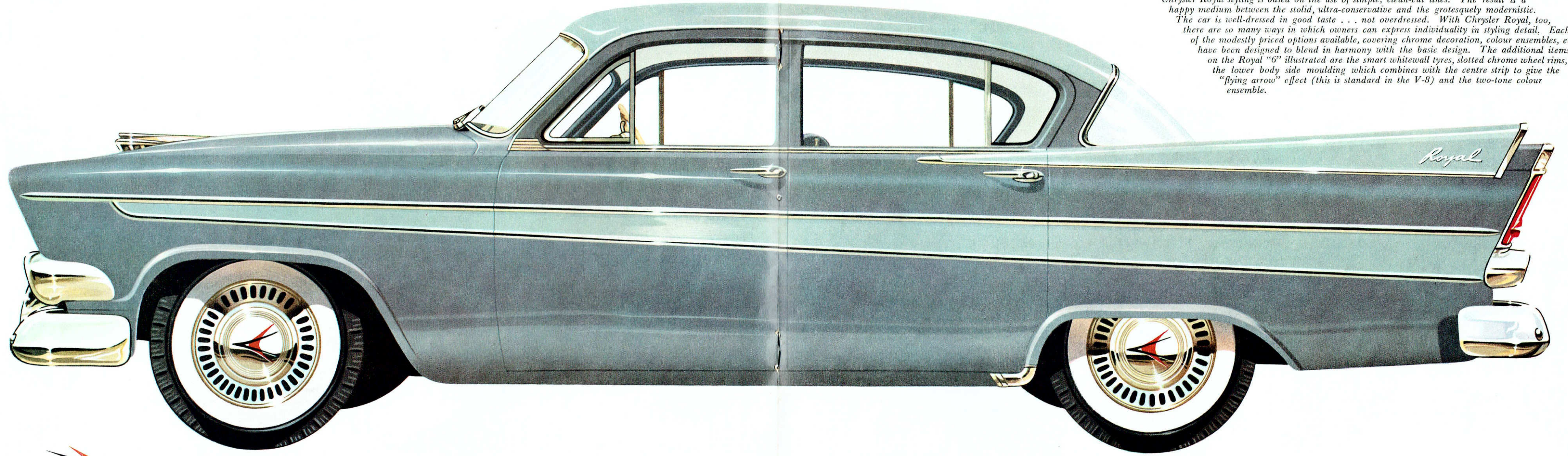
Step inside this "home away from home" and you are in a world of colour, comfort and charm . . . Note the practical, thoughtful way in which the Royal "6" is appointed—important little details such as **two** ashtrays in the front as well as one in the rear compartment . . . the vanity mirror on the left-hand sun visor . . . Designed with your safety in mind, too—the instrument panel with rubber padded top and vinyl covered to eliminate glare. On those deep, well-sprung seats you sit at natural, armchair height—legs won't get the cramped feeling on long trips. You'll also love a better view of the road ahead. And both these advantages are achieved without sacrificing head room. Many more points also to remember—the extra capacity of the glove box, the picture window view all round (total 3,263 square inches of glass area), the thoroughness with which the body is sealed against dust, is insulated everywhere to give whisper-quiet travel. Add up everything, and you'll agree that the Royal Big Six has made "Luxury" a low price-word.

THE CHRYSLER ROYAL "POWERFLOW" 117 B.H.P. BIG SIX

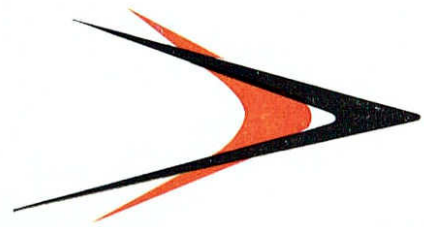
To sum up the advantages of the Royal Big Six engine . . . It is a simple, sensible and very well proven design . . . It develops 117 B.H.P. at 3,600 r.p.m., providing adequate horsepower (with some in reserve) to maintain, with utter smoothness, really good cruising speeds without the engine straining its "stomach". In addition, high torque, 205 lbs. ft., is available at very low revs. for very fast get-away and brisk acceleration in all speed ranges . . . the working parts of the engine are unusually well protected—foam, sediment, and even microscopic particles of dust are prevented from entering the oiling system . . . the Chrysler oil bath air cleaner has almost double the efficiency of other types. Fuel is filtered, kept free from dust or water . . . Valves are long lasting, exhaust valves have super-hard alloy steel valve seal inserts—the cooling system is so designed to protect the engine against damage by hot-spots developing at critical points. In addition, the system maintains the best engine temperature for most efficient operation, even under hard driving or extreme weather conditions. Pistons are tri-coated to prevent scuffing of cylinder walls and have two oil control as well as two compressor rings. Further details of the Chrysler Royal Big Six engine will be found on the back page of this catalogue.

The question of whether "6" or V-8 cylinders form the ideal engine for a big car is as open to friendly controversy as Rugby versus Australian Rules. Fact is, each type of engine has its own individual merits. Happily, Chrysler Royal can provide the very best in design for both "6" and V-8 enthusiasts.





FINE, CLEAN LOOKS CONFIRM THE PROMISE OF DEEP-DOWN QUALITY
Chrysler Royal styling is based on the use of simple, clean-cut lines. The result is a happy medium between the stolid, ultra-conservative and the grotesquely modernistic. The car is well-dressed in good taste . . . not overdressed. With Chrysler Royal, too, there are so many ways in which owners can express individuality in styling detail. Each of the modestly priced options available, covering chrome decoration, colour ensembles, etc., have been designed to blend in harmony with the basic design. The additional items on the Royal "6" illustrated are the smart whitewall tyres, slotted chrome wheel rims, the lower body side moulding which combines with the centre strip to give the "flying arrow" effect (this is standard in the V-8) and the two-tone colour ensemble.



BOTH CHRYSLER ROYAL SIX and V-8 CARRY A 10,000 MILES or 12 MONTHS WARRANTY!

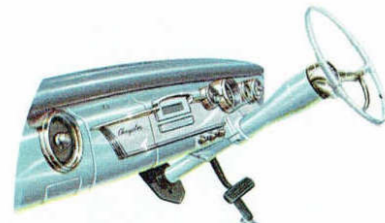
Scores of value-for-money features put you ahead in every way!



Safety Rim wheels, a Chrysler exclusive. If blow-out did occur, tyre remains on rim, allowing a safe, controlled stop. Tubeless tyres standard.



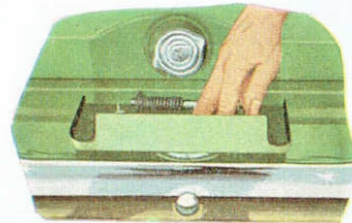
Front ventilating windows will hold their set position to give a full flow of air or just a gentle breeze. Theft-proof locks, of course.



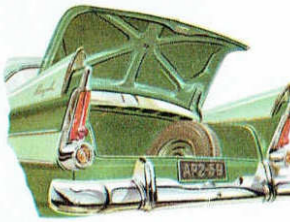
All instruments grouped so you can see them with the flick of an eye. Clutch and brake pedals suspended from above for clean floor space.



All-round vision that's wide, clear, distortion free. Both front and rear seat passengers get a full view in all directions.



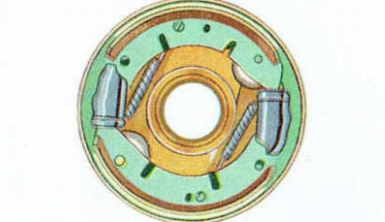
Filler cap concealed behind fold down number plate. Centre location gives easy filling from either side; you can fill right up, regardless of slope.



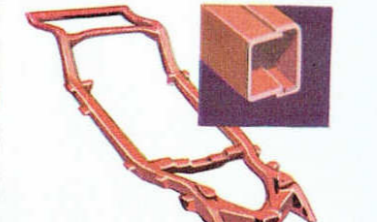
Family-size luggage boot, 35 cub. ft., dust-proof! Lid opens high, stays open safely where placed. Upright spare tyre gives clear floor space.



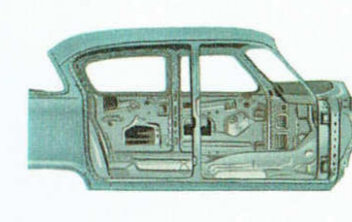
A fine finish for a fine car; durable, glass-hard lacquer with panel work coated with primer and surfacer as a durable, rust-free foundation.



Where other cars have only one hydraulic cylinder in each brake, Royal has two each at the front. Added braking power balances forward shift when stopping.



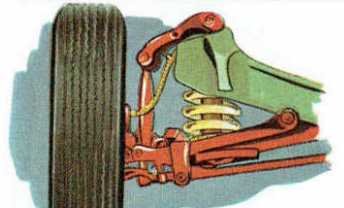
Full length side rails of box section construction (one of the strongest of structural steel forms) plus four cross members, give great strength and rigidity.



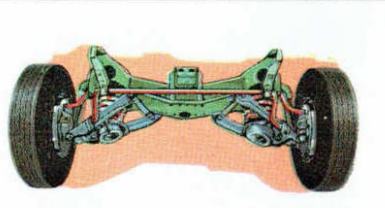
For strength and safety, body is a unit of steel structure formed of steel panels welded to a rugged framework. Doors and windows surrounded by box-like reinforcements.



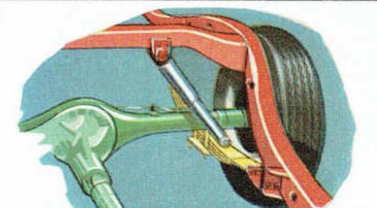
A screened air intake is built into the cowl, well above road dust and fumes. Cover fits snugly for perfect sealing in bad weather. Lever below instrument panel opens lid.



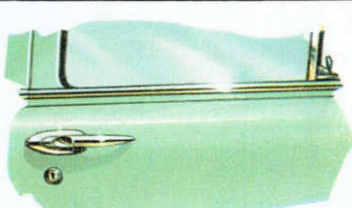
Chrysler Royal front wheels are suspended independently on big coil springs with fast-acting shock absorbers set inside the springs for positive, direct control.



Non-parallel front suspension control arms, one piece sway eliminator bar plus Royal's wide track keep the body level and tyres riding squarely on tread.



Rear end stability, too. Long and wide semi-elliptic springs mounted in non-parallel position resist sway. Splayed mounting of shock absorbers adds resistance.



Rotary door locks hold doors closed firmly, without rattle. Pull out type handles open doors in one easy action. Window regulators operate effortlessly.

A smartly-styled exterior and luxurious, finely tailored interior such as found with Chrysler Royal are worthy considerations in the choice of a car. Far more important, however, are the many things beneath the surface and not readily discernible to the eye. Each of the features shown (and many of these are Chrysler "Firsts") represent something that is important to your safety, comfort, or to the long life of Chrysler Royal . . . and there is a full complement of such features—nothing has been omitted as a compromise in quality to meet price. Right throughout, Royal has been engineered for Australian conditions, engineered solidly and with the traditional high degree of Chrysler precision.



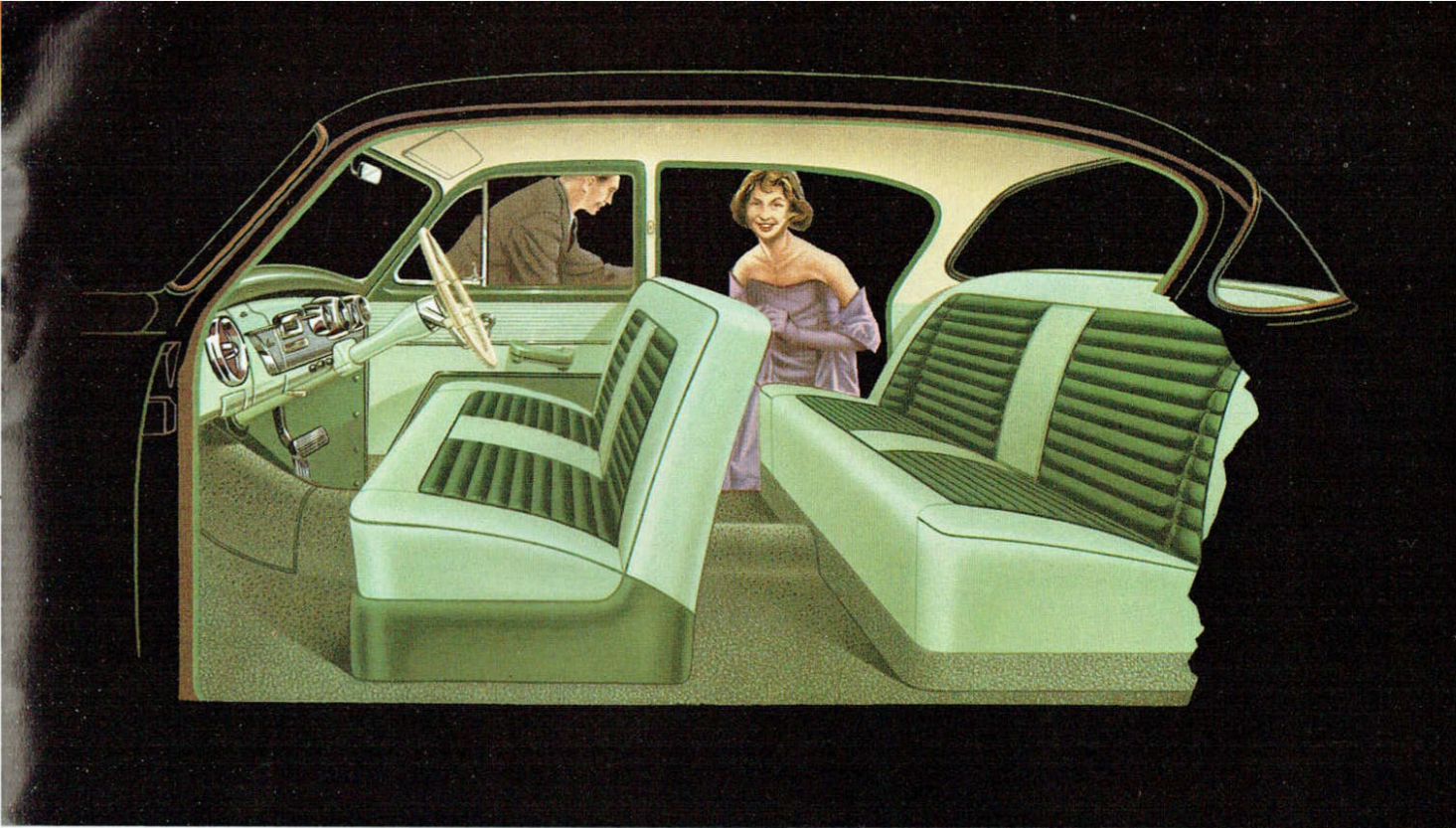
When you hit a bump, the front springs start to flex before the rears. Royal's rear springs are designed to react faster, catch up with front spring action.



Airfoil rear fenders—a Forward Look styling note with practical application. Slender and high, like stabilizers on aircraft, they help keep you steady.



Chrysler backs fine engineering with a warranty of 10,000 miles or 12 months. Specialised service facilities and Genuine MoPar parts available everywhere.



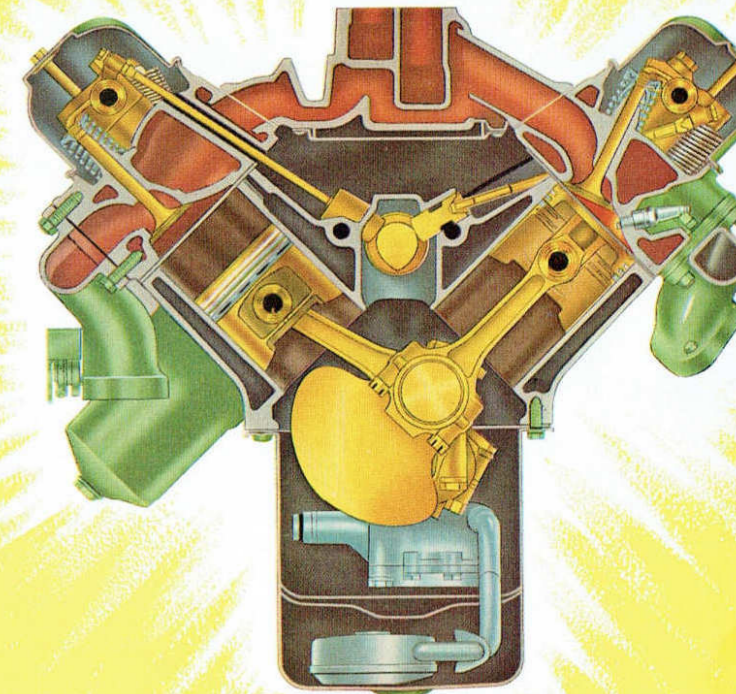
CHRYSLER ROYAL "Fury" 220 b.h.p. V-8

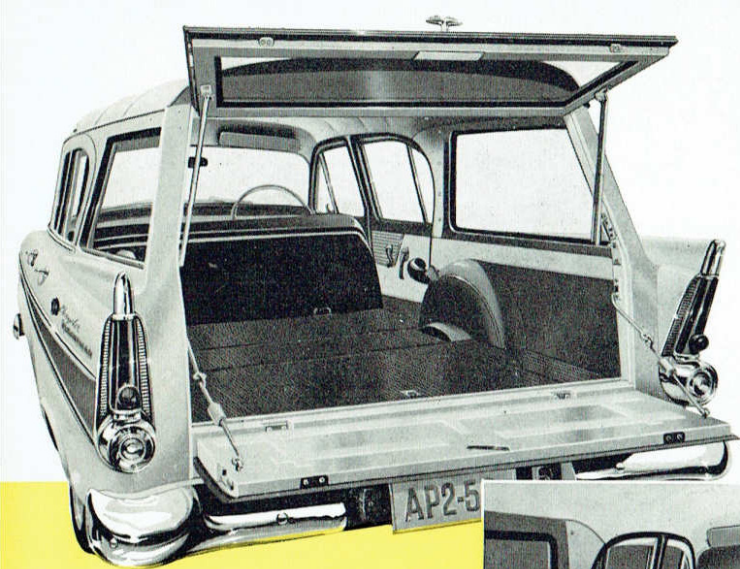
Bore is 3.875 ins., stroke 3.312 ins., an "over-square" design with short piston travel, which adds to performance, cylinder wall and piston life. Ratio H.P. 48.05, Max. B.H.P. 220 @ 4,000 r.p.m. — a higher development at lower engine speed than other V-8s. High compression ratio 8.5 to 1 helps get maximum power out of every drop of fuel. Fuel air mixture is equal in all combustion chambers, none are "starved", because each cylinder has a separate and equal length manifold. Exhaust and inlet valves are set opposite each other instead of being squeezed in together in one side of the combustion chamber. As a result, valves are bigger, open wider for more efficient intake and full, faster exhaust. Dome-shaped combustion chambers, positioned directly over the piston, mean that there are no corners or pockets where carbon can collect. "Like-new" performance is retained far longer.

Royal brings new meaning to V-8 performance

Although a V-8-powered car is a relatively new production by Chrysler Australia, our parent company in America has had long experience with this type of engine. The Fury V-8 available with Chrysler Royal is of modern, American pattern. The fact that this engine develops 220 B.H.P. and is Australia's most powerful V-8 is not nearly so important as the fact that this power costs owners less in every way . . . first cost as well as running costs. The contention is well supported by the consistency with which this and other V-8 engines from the Chrysler "stable" have taken class honours in major U.S.A. economy trials.

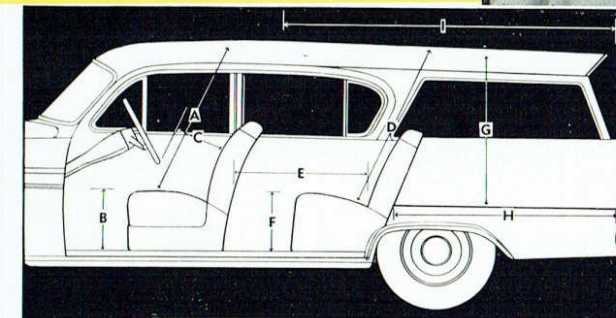
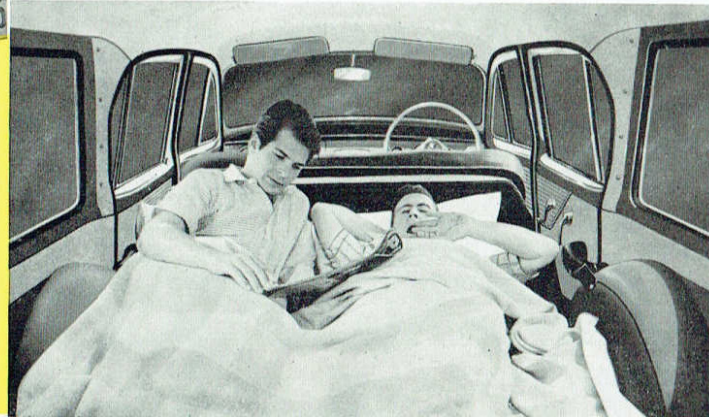
With this long-sought-after combination of mighty power and economy, plus PowerFlite automatic transmission which is standard on the Royal V-8, you have performance capabilities which can be used in so many advantageous ways . . . you have, if you ever did want to use it, a top speed of 100 m.p.h. plus. What is more practical, however, is Royal V-8's ability to sustain high performance, the engine not only working effortlessly and well within itself, but also giving m.p.g. far better than you would expect. Alternatively, you can use Royal V-8 as an extremely docile car, with a flexibility of performance which gives you command of every road, every traffic situation. To match its distinctive performance, Royal V-8 has individual markings in exterior body mouldings and distinctively styled interiors.





As a full, 6-passenger sedan, Plainsman gives all the spacious interior comfort of the Chrysler Royal Sedan—and behind is lots of space for luggage or merchandise. Want even more room? Photo at left shows rear seat folded to give a flat, unbroken loading area 7 ft. 1 in. in length, 4 ft. 10 in. wide (max.), 3 ft. 1 in. high. Want to carry something even longer? Just drop the sturdy 4 ft. 1½ in. wide loadgate and add another 1 ft. 7½ in. to your loading length. The extra strong loadgate hinges and couplings can take a real load.

Photo at right demonstrates how rear seat cushions can come forward up against the back of the front seat. The squab folds down flush with the rear compartment floor. Result — room enough to make a comfortable bed for two six footers or to provide "utility size" cargo space that will appeal to architects, builders, engineers, commercial travellers, guest house proprietors, farmers and graziers.



INTERIOR DIMENSIONS

Plainsman Station Wagon, 6 cyl. with standard transmission—1 ton 15 cwt. 1 quarter 14 lb. Automatic Overdrive—1 ton 15 cwt. 3 quarters 14 lbs. PowerFlite equipped—1 ton 16 cwt. 7 lbs. Plainsman V8—1 ton 16 cwt. 3 quarters. Plainsman Station Commercial, 6 cyl. standard transmission—1 ton 13 cwt. 3 quarters 21 lbs. PowerFlite equipped—1 ton 15 cwt. Plainsman Station Commercial V-8—1 ton 15 cwt. 3 quarters.

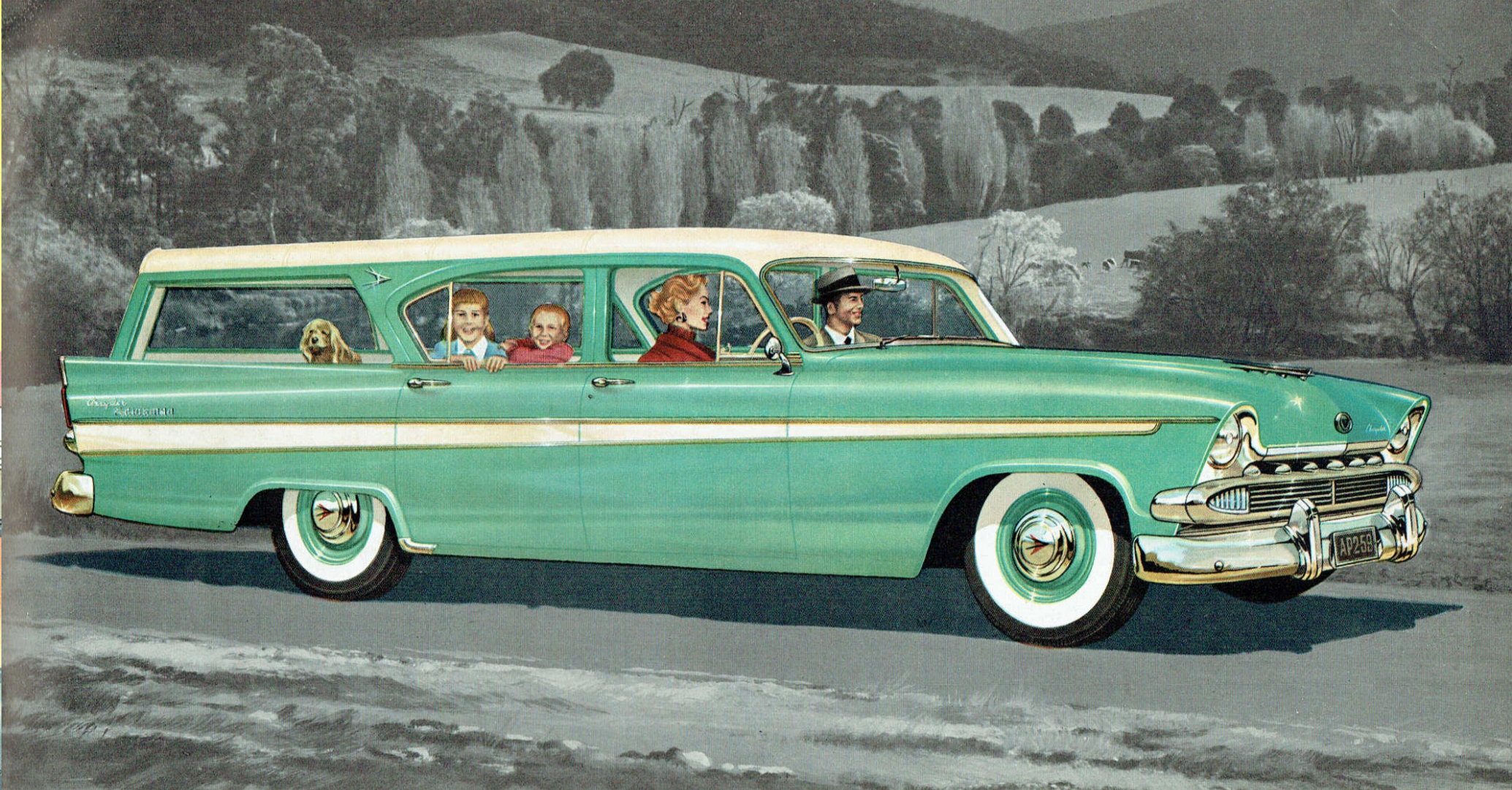
Smartest way to do business

Illustrated at right is one of many brilliant colour combinations and fabric designs in durable, easy to keep clean Vinyl plastic. Flite styled control panel, with anti-glare safety padded top, safety steering wheel, rubber padded armrests on all doors, pendent clutch and brake pedals. Well padded, deep spring seats with thick foam rubber padding added to front seat cushion. Screened cowl ventilation (adjustable from under instrument panel). The entire body is effectively sealed against dust and rain. Well undersealed and insulated for quiet, restful travel. Rear compartment side panels are trimmed to match the passenger compartments, making the interior one spacious unit. The rear window can be opened and will stay open regardless of whether the tailgate is up or down.

Chrysler PLAINSMAN

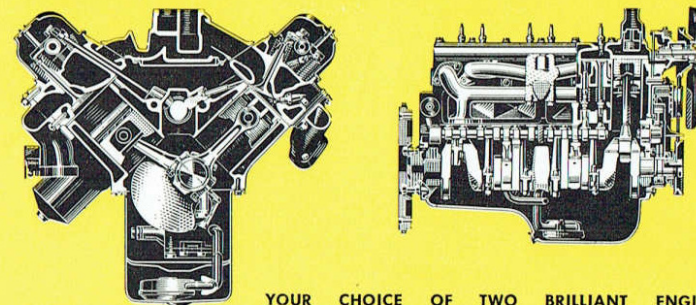
STATION COMMERCIALS AND STATION WAGONS

WITH 12 MONTHS OR 10,000 MILES WARRANTY



When there's work to be done . . . or your driving for fun . . .

There's far more to Plainsman than the jaunty, country club air that makes people stop, look and admire it wherever you drive. Handsome is . . . yes . . . but when there's work to be done — Handsome DOES! Underneath this sleek beauty is real strength. A special chassis frame, and a body built with extra strength (particularly in the rear end) ensures that however and wherever you use Plainsman, the beauty endures. Plainsman, too, offers a full range of Chrysler Power Assists — Power Steering . . . Power Brakes; your choice also covers 6-cylinder power with Standard Transmission, Automatic Overdrive, or Pushbutton PowerFlite Automatic Transmission, or the fabulous V8 with PowerFlite as standard. Plainsman is available as a Station Commercial or a Station Wagon. Whether you live in city or country, if you are looking for value and versatility, it's well worth taking a second look at Plainsman.



YOUR CHOICE OF TWO BRILLIANT ENGINES

Whether you prefer 6 cylinder or V8 power, your choice of a Chrysler engine means you have chosen the best. The 117 b.h.p. "PowerFlow" Six, or the 220 b.h.p. "Fury" O.H.V. V8.

CHRYSLER ROYAL AND CHRYSLER PLAINSMAN, "POWERFLOW" 6, "FURY" V-8

DIMENSIONS: ROYAL and PLAINSMAN

Wheelbase 115", overall length 200-7/16", overall width 73 1/4", overall height 64".

TARE WEIGHTS

Royal "6" 6-cyl. transmission—1 ton 11 cwt. 3 quarters. Automatic Overdrive—1 ton 12 cwt. 14 lbs. PowerFlite equipped—1 ton 12 cwt. 1 quarter 7 lbs. Royal V-8—1 ton 13 cwt. 1 quarter 14 lbs.

TWO BRILLIANT POWER PLANTS

"PowerFlow" 6—L-head, bore 3-7/16", stroke 4 1/2", displacement 250.6 c. ins., compression ratio 7.25 to 1, rated H.P. 28.35, max. B.H.P. 117 @ 3,600 r.p.m., max. torque 205 lbs. ft. @ 1,400 r.p.m.

"Fury" V8—O.H.V. bore 3.875", stroke 3.312", displacement 313 c. ins., compression ratio 8.5 to 1, rated H.P. 48.05, max. B.H.P. 220 @ 4,000 r.p.m., max. torque 325 lbs. ft. @ 2,800 r.p.m.

COOLING SYSTEMS

Pressure system, permanent by-pass type thermostat, centrifugal water pump. Cooling capacities 6 cyl. models 12 quarts, V8 16 quarts, 6 cyl. engines have 6 blade 17" fans, V8 engines 18" 4 blade fans.

LUBRICATION SYSTEMS

6 cyl. engines: normal pressure 40 p.s.i. @ 800 r.p.m. Sealed oil filter with by-pass. Oil intake, floating type. Crankcase capacity (less filter) 3 1/2 quarts.

V8 engine: normal pressure 50-60 p.s.i. @ 1,500 r.p.m. Fixed oil intake. Replaceable element oil filter. Crankcase capacity 4 quarts.

FUEL SYSTEMS

Fuel tank capacity 12 1/2 galls. Fuel filter sintered bronze (both engines). Carburettor 6 cyl. downdraft. V8 dual choke. Automatic choke in both V8 and 6. Air cleaner: 6 cyl. oil bath, V8 paper element (replaceable).

SAFEST BRAKING

Safeguard hydraulic, self-equalising, internal expanding brakes utilising an individual cylinder to each brake shoe on front wheels. Contact area 150 1/2 sq. ins. Hand-brake operated by "T" handle release. With Conventional Transmission or Automatic Overdrive, the hand-brake acts on the rear service brakes. With PowerFlite Transmission hand-brake acts on rear of transmission.

POWER BRAKES (Special equipment all models)

A vacuum servo system of the vacuum suspended type multiplies the pressure applied by the driver to the foot-brake pedal. The unit is simple, safe, and the only maintenance required is an occasional washing out of the oil filter. If in the unusual event of the vacuum unit failing, the normal braking system operates.

STEERING: (Conventional)

Direct, double tie-rod. Worm and 3 tooth roller gears. Overall ratio 27.5 to 1. Turning circle diameter 38 ft. Steering is self-centering.

POWER STEERING

Power is supplied in the form of hydraulic pressure from a rotary-type pump connected directly to the rear of the generator. Oil filter is cartridge type, and does not require periodic changing. If in the unusual event that the hydraulic system fails, the driver still has full control.

A FIRM FOUNDATION BENEATH YOU

Super rigid, double channel box section side rails, drop centre type chassis frame braced with 4 cross members. Max. side member depth 5 1/2", outside width at max. depth 4 1/2", thickness 3/32". The Plainsman chassis has an additional "I" beam crossmember for extra rigidity at the rear.

SUSPENSION

Front: Independent with coil springs and non-parallel control arms. Telescopic shock absorbers mounted inside coil springs. The V8 sedan and Plainsman are equipped with heavy duty front suspension as standard. Extreme heavy duty front is available as special equipment. Six cyl. sedans and Plainsman have the standard ride springs as initial equipment. Heavy duty front springs are special equipment.

Rear: Long, semi-elliptic leaf springs with telescopic shock absorbers mounted in "sea-leg" position.

The Plainsman V8 and 6 have progressive rate rear springs as standard fitment. The V8 sedan has standard ride springs as initial fitment. Heavy duty or extreme heavy duty special, 6 cyl. sedans have the standard ride springs with heavy duty springing available as special equipment.

TRANSMISSION (Conventional)

Three speed, all helical gears, synchromesh second and third. Remote control gearshift. Ratios: 1st 2.57 to 1, 2nd 1.83 to 1, 3rd 1.00 to 1, reverse 3.49 to 1. Lubricant capacity 2-1/3 pints. Final drive ratios: 3rd 3.9 to 1, 2nd 7.14 to 1, 1st 10.02 to 1, reverse 13.61 to 1.

AUTOMATIC OVERDRIVE

Overdrive unit is fitted in place of transmission extension. Operation is electric with manual lock-out. Up and down shift controlled by accelerator. Minimum cut in speed 25 m.p.h. Overdrive gear ratio 0.7 to 1, final drive ratios: 3rd 3.9 to 1, 2nd 6.55 to 1, 1st 9.75 to 1, reverse 12.48 to 1.

PUSHBUTTON POWERFLITE TRANSMISSION

(Special equipment on Royal and Plainsman 6 models, standard on all V8 models.)

Type, torque converter coupled to 2 speed epicyclic transmission. Torque converter: number of elements, 3. Stall torque ratio,

Specifications

2.7 to 1. Type of cooling: air, circulated through torque housing by impeller blades mounted on the periphery of torque converter case. Control of transmission: push-button on panel to select either reverse, low, neutral, or drive setting of transmission. Shift between low and high. Automatic up and down shift dependent on throttle setting in DRIVE range. Gear ratio: reverse, 2.39 to 1; drive range: low, 1.72 to 1, direct, 1.00 to 1; low range, 1.72 to 1. Final Drive ratios: reverse, 8.46; drive range: low, 6.09; direct, 3.54; low range, 6.09. Rear axle ratio: 3.54 to 1. Number of pumps, 2. Oil capacity: 15 1/2 imperial pints.

REAR AXLE

Semi-floating hypoid type. Steel axle shafts. Two-pinion differential with carbon molybdenum hypoid gears. One-piece forged housing for uniform strength. Fully adjustable tapered roller bearings throughout. Hotchkiss final drive. Ratios: standard transmission, 3.9 to 1; overdrive model 3.9 to 1; PowerFlite model, 3.54 to 1; V8 models, 3.36 to 1. Lubricant capacities: 6 cyl. 2 1/2 pts., V8 3 1/2 pts.

WHEELS AND TYRES

Steel disc wheels with drop centre, Safety Rims, 15 x 4.50K standard.

Standard tyre equipment 6 and V8 cyl. sedans, 6.70 x 15 x 4 ply. Special equipment: 6.70 x 15 x 6 ply tubeless, 6.70 x 15 x 4 ply and 6 ply whitewall with tube. Standard tyre equipment Plainsman 6 or V8: 6.70 x 15 x 6 ply. Special equipment: 6.70 x 15 x 6 ply whitewall with tube, 6.70 x 16 x 6 ply tubeless or whitewall with tube.

A final word

The best reason for the purchase of a Chrysler Royal we have kept for the last. It is the hard cash you save in securing a solid asset that will endure. As such, we suggest it is a sound business investment. May we look forward to welcoming you as an owner of one of our new vehicles? Be assured that it will be our aim to keep you for always as a satisfied customer.

The policy of Chrysler Australia Limited is one of continual improvement in design and manufacture wherever possible to assure a still finer car. Hence, specifications, equipment and prices are subject to change without notice.

Product of **CHRYSLER AUSTRALIA LIMITED, ADELAIDE, SOUTH AUSTRALIA**

