



The
CHRYSLER
Four

BROOKLYN BRANCH

The Walter F. Wright Co.

5200 Prospect Ave.

Cleveland, Ohio

Trade
Cat
C558
1925

REPRESENTING Walter P. Chrysler's conception of what a four-cylinder car should be, just as the Chrysler Six represents his highest conception of the six-cylinder car, the Chrysler Four has established a new standard of value in its field.

It offers in combination four qualities not possessed in like degree by any comparable car ever built. Those qualities are extraordinary performance, unapproachable charm of appearance, exceptional quality, and low price.

Naturally, the thing that impresses you first and most emphatically about the Chrysler Four is its extraordinary beauty. Naturally, because Mr. Chrysler and the noted engineers associated with him introduced into motor car design the most distinctive note that has been sounded in the past twelve or fifteen years.

The idea of applying the science of dynamic symmetry to motor car design made the Chrysler instantly recognized as the smartest, most stylish car on the market. So radical, and at the same time so obviously desirable were those distinctive features of construction and design that they virtually obsoleted high, top heavy, cumbersome cars of older design.

This harmony of line, this artistic balance of every structural feature, this beauty which is solely and

distinctively Chrysler, is found just as certainly and as fully in the Chrysler Four as in the Chrysler Six.

In short, Mr. Chrysler has given to the public in the Chrysler Four a companion car to the Chrysler Six; a car which from its inception is destined to achieve revolutionary success for the simple reason that it offers performance, beauty, and value so far from ordinary as to have been undreamed of heretofore.

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It is not sufficient for a car to be merely good looking and comfortable. Along with these, to command a place of leadership, it must have unusual qualities of performance, economy, durability and smoothness of operation. Without exaggeration, it can be said that the Chrysler Four is even more superior in its mechanical abilities than in its external appearance.

The Chrysler Four engine is adapted in a remarkable way to present day driving requirements. Its ability to deliver mile after mile at high speeds without loss of power gives a new appreciation of four-cylinder performance. And in addition it has a power reserve which enables it better than any other four-cylinder engine to deliver very rapid pick-up and extraordinary pulling capacity on grades.

Without undertaking a technical discussion, a few of the outstanding features of the engine design and performance of the Chrysler Four may be mentioned

Chrysler characteristics—speed, acceleration and economy—are apparent in an unapproached degree because of refinements which represent a true advance in engineering practice.

Uniform distribution of fuel to the cylinders, complete combustion and positive valve action combine to give the engine its unusual smooth, quiet efficiency.

Oil is forced under pressure to all main and connecting rod bearings. Connecting rods are drilled for passage of oil to cylinder walls, wrist pins, cams, camshaft bearings, tappets and all valve stems. An especially efficient wiper ring and groove arrangement on the piston eliminate any chance of excess oil passing to the combustion chamber. This construction is characteristic of the highest priced cars. Large bearings and an unusually heavy crankshaft, which is statically and dynamically balanced, reduce internal vibration to the vanishing point and thus prolong the life of the engine by decreasing the wear on reciprocating parts.

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The Chrysler Four can truly be called a vibrationless car. A spring mounting in place of the usual bolts fastens the front end of the engine to the frame. At the rear, the engine bolts are heavily insulated with live rubber bushings, literally cushioning the engine on rubber and furnishing complete insulation to the chassis frame.

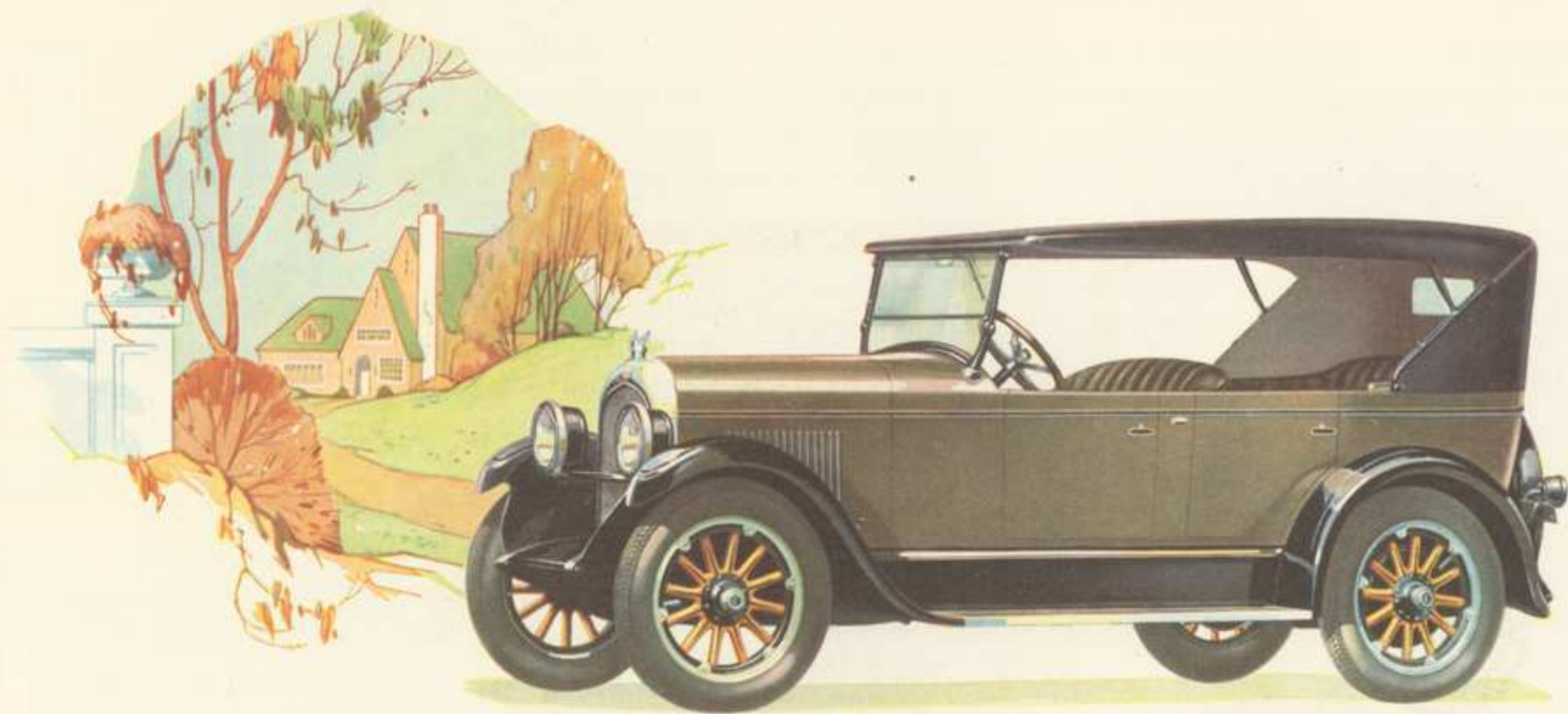
The Chrysler Four can be steered with maximum ease. The front wheels are mounted on tapered roller bearings with the steering spindles riding on ball thrust bearings, permitting the car to be turned with one finger.

The rear axle is unusually sturdy in construction. Ring and pinion gears are of the spiral bevel type and extra large bearings are used throughout. The carrier assembly is detachable. The clutch is of the single disc type and responds to a light pressure of the foot. The release or throwout bearing is automatically lubricated from the transmission.

The universal joints at each end of the propeller shaft are composed of three discs of rubber and fabric composition, a construction which insures freedom from wear and dispenses with the need of frequent adjustment and lubrication. Chrysler-Lockheed hydraulic four wheel brakes are optional at a nominal extra cost. This is the first time in the history of automobiles that purchasers have had the option of hydraulic four wheel brakes on a car of this price.

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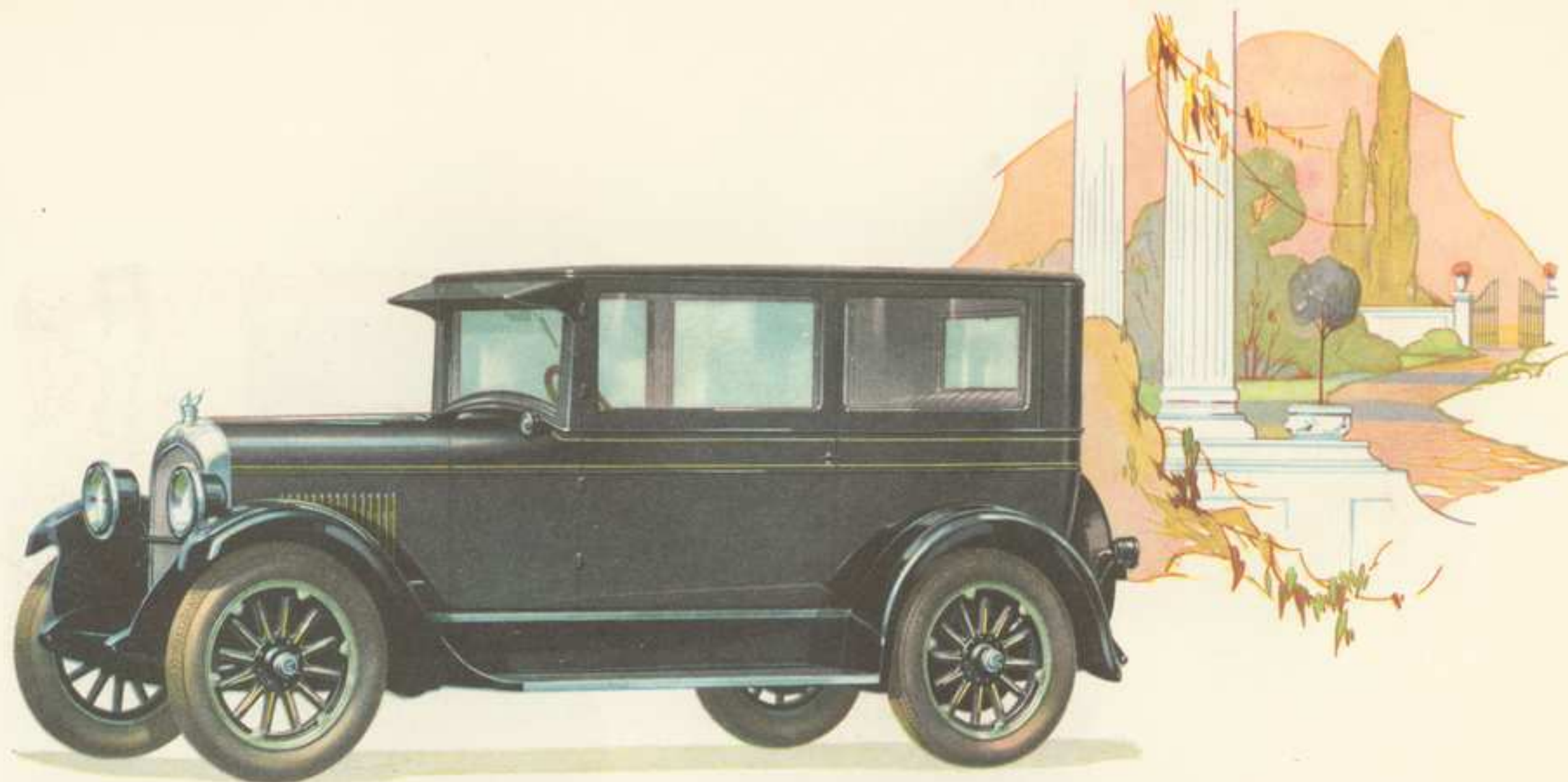
The Chrysler organization is proud of the Chrysler Four. It presents this product of Chrysler genius as the most modern and soundest expression of the four-cylinder principle in the world, and with the conviction that the Chrysler combination of four-cylinder results is another phenomenal Chrysler achievement.



The TOURING

LOW, trim lines and graceful poise suggest the flashing pick-up and swift flight of which the Chrysler Four Touring Car is capable. It is a splendid example of Chrysler space engineering. There is ample room for five adults to ride in ease and comfort. Deep, comfortable cushions with backs at just the right angle make possible long drives without strain or fatigue.

The upholstery is Dualtone Spanish leather in rich tones that harmonize with the Beige Brown Duco exterior finish. Black top and natural wood wheels are in pleasing contrast. Jeweled parking lights take the place of the conventional cowl lights.

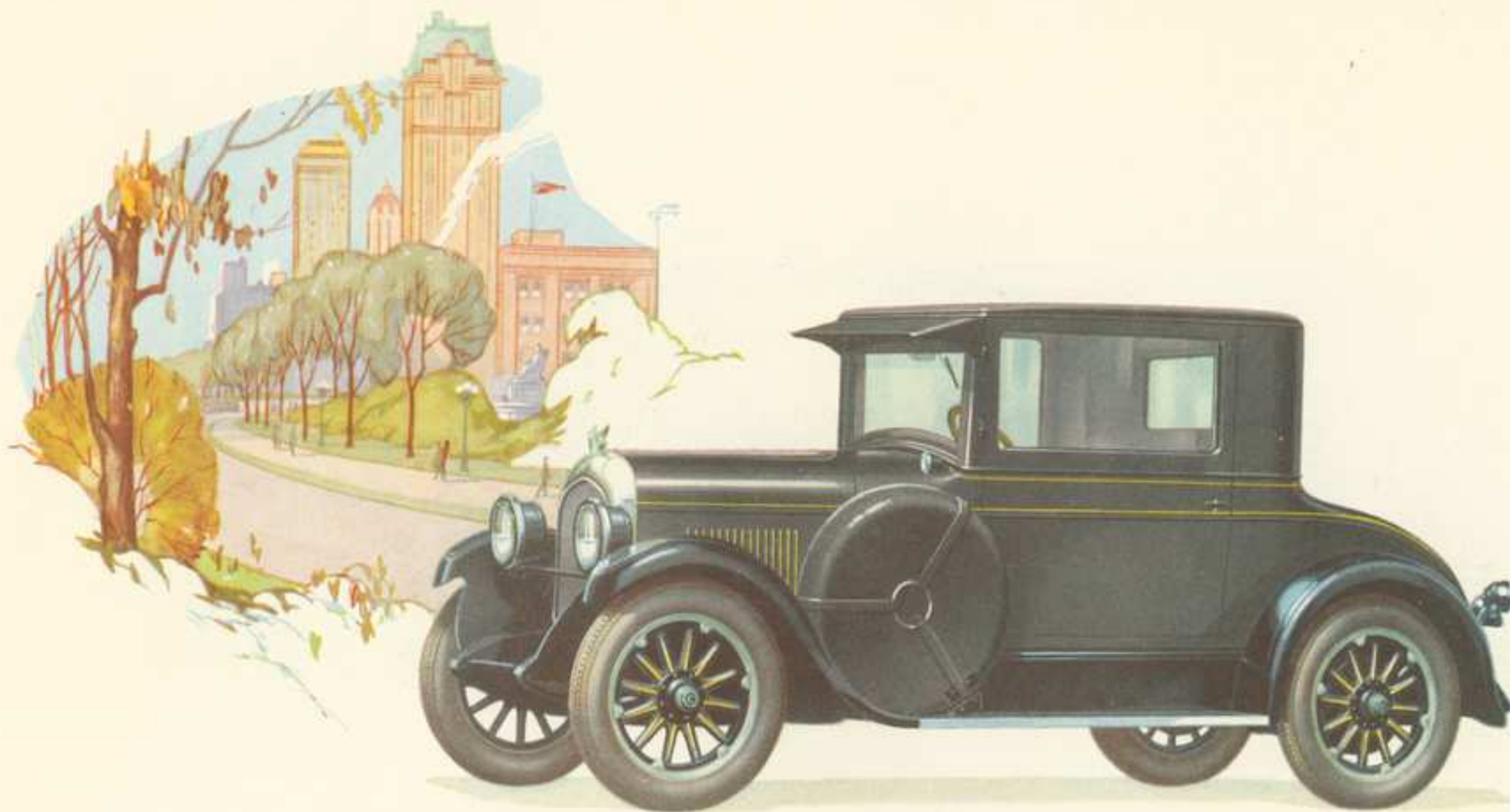


The COACH

AN aristocrat among Coaches, this popular Chrysler Four model won instant approval from the moment of its introduction. Its all-over Sheraton Gray Duco finish with black bead and cream stripe, and durable plush upholstery in harmonious tone, give it unusual charm.

In this model, as in other Chrysler models, the principles of space engineering have been so applied as to give liberal room for five adult passengers. Two extra-wide doors permit easy entrance and exit from the tonneau without disturbing the other passengers.

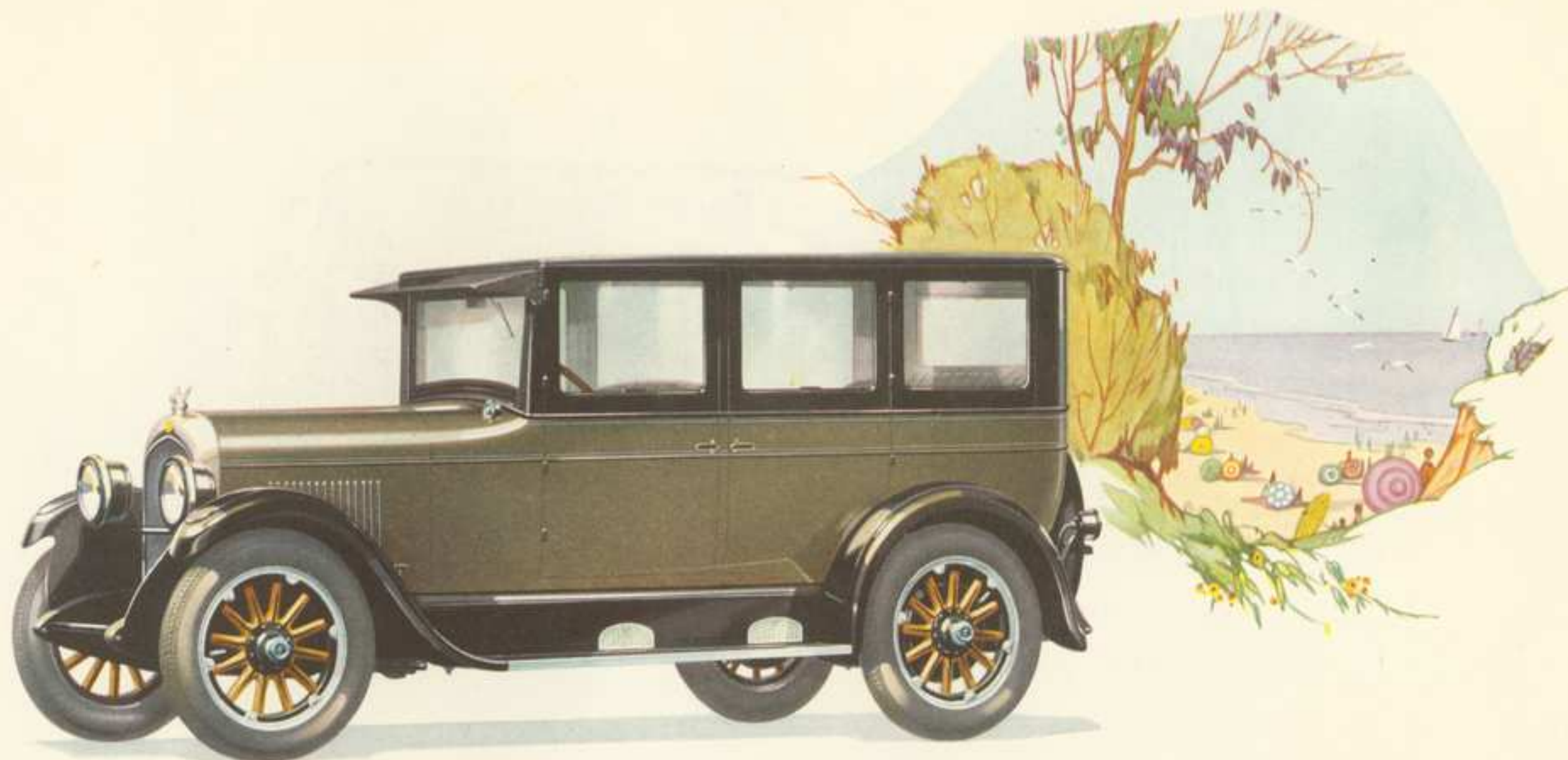
Maximum vision is obtained as a result of the broad, deep windows and narrow pillars.



The CLUB COUPE

THE Chrysler Four Club Coupe admirably meets the needs of business and professional men for an enclosed car with maximum carrying space and solid comfort for long hours behind the wheel. The rear deck is exceptionally roomy, and, opening to its full width, accommodates a large amount of luggage and packages. There is a parcel compartment of generous dimensions back of, and another under, the seat.

The Dualtone Spanish leather upholstery in beautiful tones harmonizes perfectly with the rich Sheraton Gray Duco in which the body and wheels are finished. Wide doors insure easy entrance and exit. As on all enclosed models, the Coupe is equipped with sun visor, and the famous VV windshield.

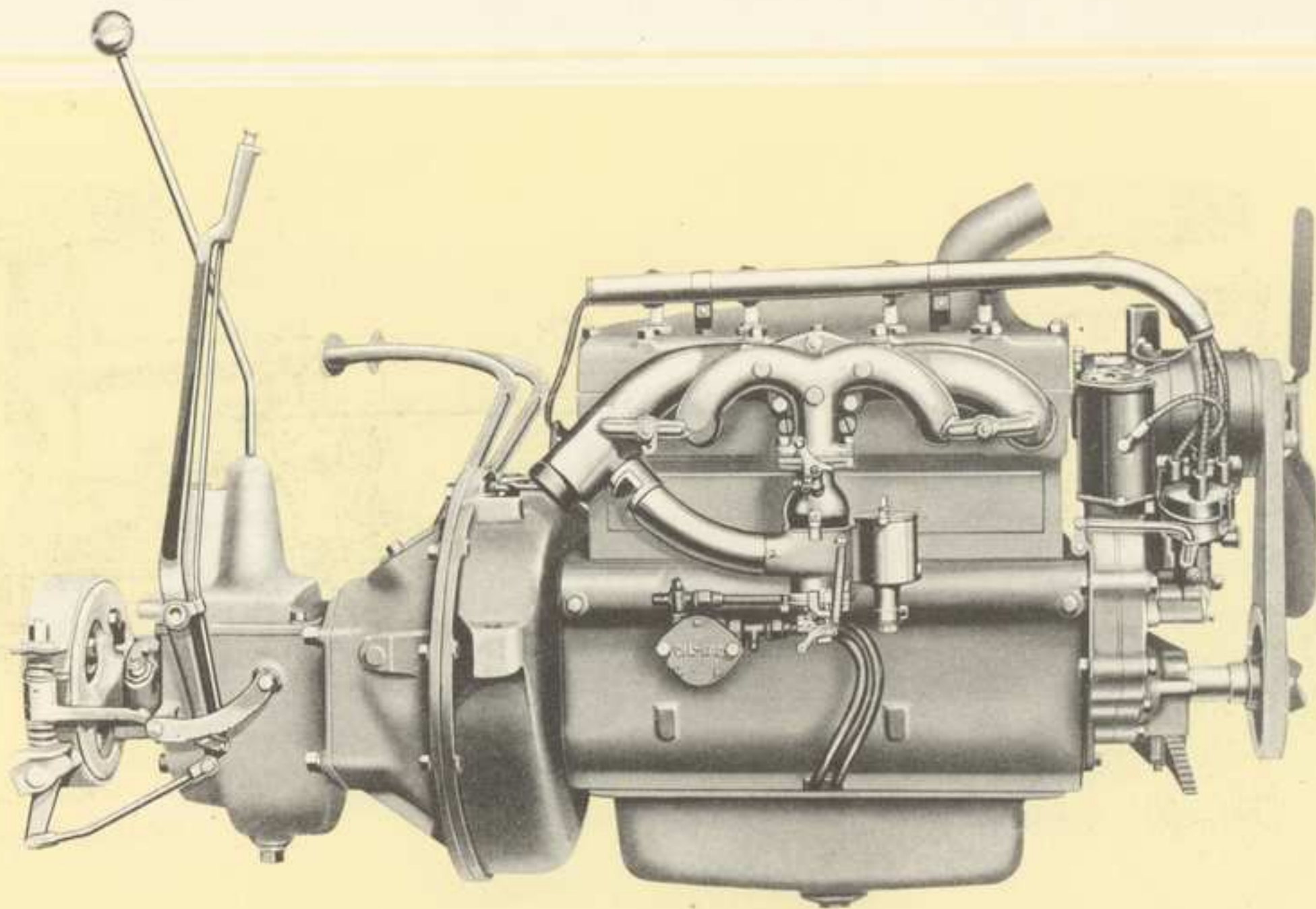


The SEDAN

SWEEPING, low lines and quiet elegance in every detail characterize the Chrysler Four Sedan. It is roomy, yet not bulky; wide doors and broad windows; richly upholstered in tones that harmonize beautifully with the exterior finish.

The interior possesses that charm and refinement which only good taste can confer. Trimmed in plush of exclusive pattern and fitted with carefully chosen hardware, the Sedan will warm the heart of any lover of the artistic.

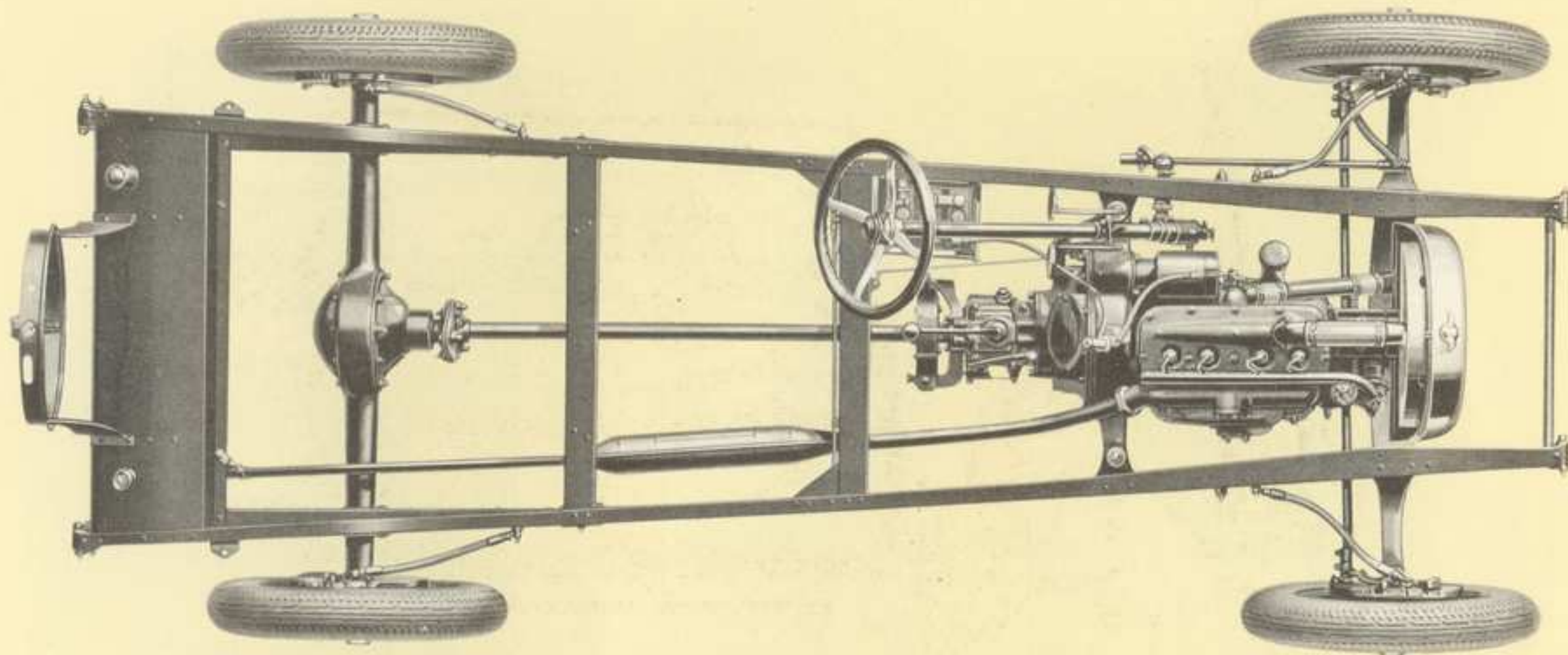
The exterior is Beige Brown Duco, upper structure and mouldings black, with natural wood wheels. The body and louvres are striped with Canterbury Blue, in pleasing contrast.



THE ENGINE

THE Chrysler Four Engine is the culmination of years of experience and experiment on the part of Chrysler engineers. Large bearings and an unusually heavy crankshaft combine with extremely fine balance of rotating and reciprocating parts to reduce vibration to the vanishing point and thus prolong the life of the engine indefinitely.

Main and connecting rod bearings are lubricated under pressure. The connecting rods are drilled for oil, thus assuring positive lubrication to cylinder walls, wrist pins, cams, camshaft bearings, tappets and all valve stems. This has a twofold result. The engine runs more quietly and performs its work with less effort; and it keeps very cool.

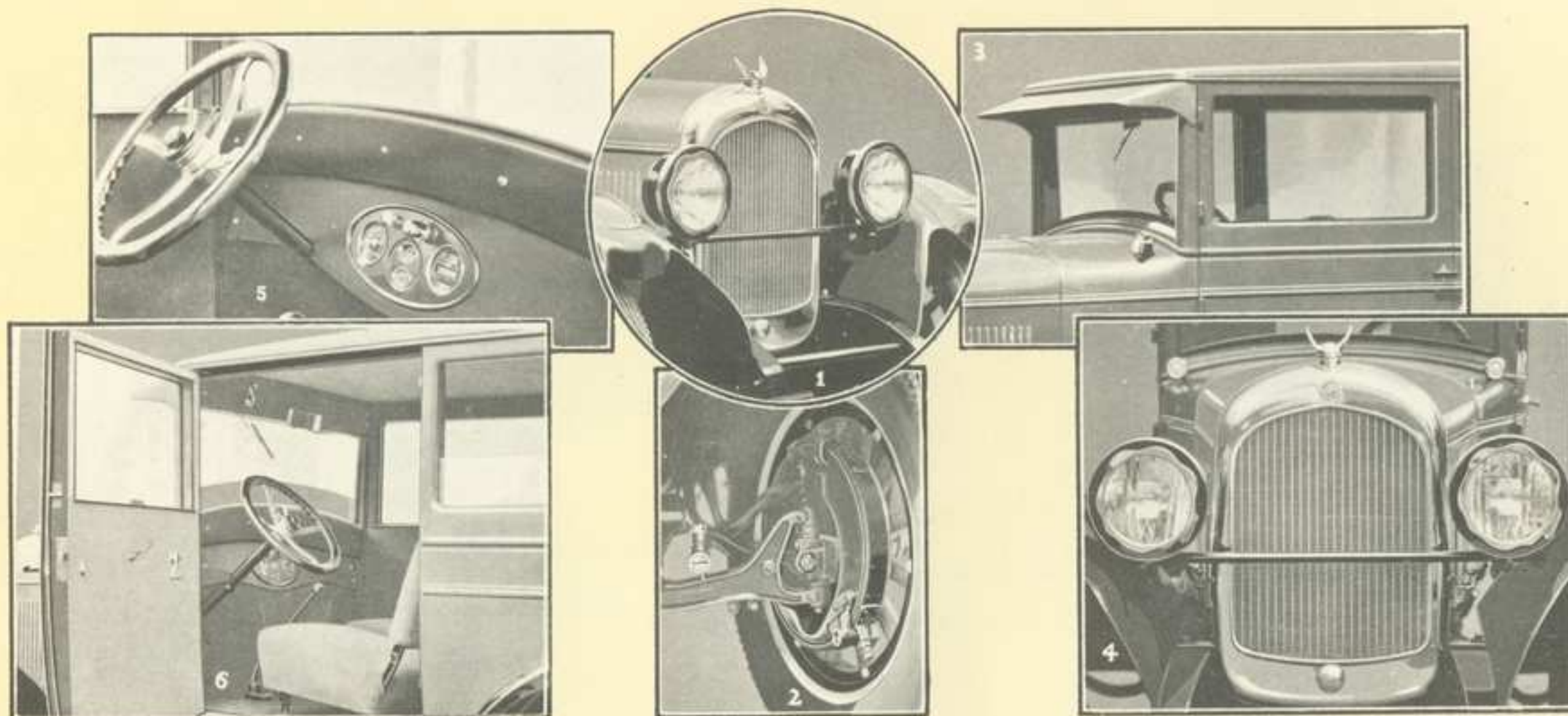


THE CHASSIS

Two fundamentals of the ideal chassis are simplicity of construction and rigidity of frame.

This illustration, which shows Chrysler-Lockheed hydraulic four-wheel brakes, proves that Chrysler engineers have attained a remarkable degree of simplicity in the Chrysler Four.

The frame channels are six inches deep and are braced by five cross members exclusive of the rear motor support. This rigid construction prevents "weaving," and the consequent squeaks and rattles. The Chrysler Four after many thousands of miles of service will operate with exceptional quietness.



FEATURES

1. The Chrysler radiator has a far greater cooling area than is usually found in cars of this size.
Greater cooling efficiency and a cooler motor are the results.
2. For the first time in history, hydraulic four-wheel brakes are optional at slight extra cost on a car of this price.
3. The narrow pillars on the closed models eliminate the dangerous "blind spot" and thus make driving in traffic easier and safer.
4. The headlamps harmonize with the lines of the car. They are powerful yet do not glare.
5. The instruments are attractively grouped on the dash. Each is easily readable and accessible.
6. In the Chrysler Four Coach, unusual width of doors is combined with tilting front seats for easy entrance and exit.

SPECIFICATIONS

AXLE SHAFT—Chrome nickel steel, heat-treated, tapered $1\frac{1}{4}$ " to $1\frac{3}{8}$ " diameter, $31\frac{3}{4}$ " long.

BODY—Pressed steel over rigid ash framework.

BRAKES—Four wheel service brake drum $14\frac{1}{2}$ " diameter, brake band $1\frac{1}{2}$ " wide. Two wheel service brake drum, $12\frac{1}{4}$ " brake band $1\frac{1}{2}$ ". Emergency brake drum $8\frac{1}{2}$ " diameter, $2\frac{1}{2}$ " wide.

CAMSHAFT—Drop-forged steel, carburized and hardened. Cams integral, ground to lift valves $\frac{5}{16}$ ". Front bearing $1\frac{1}{8}$ " by $1\frac{1}{4}$ ", center bearing $2\frac{1}{2}$ " by $1\frac{1}{2}$ " in block, rear bearing $1\frac{3}{8}$ " by $1\frac{1}{4}$ ".

CARBURETOR—Vertical type (Stewart), adjustable. Zenith carburetor on export cars.

CLEARANCE—At lowest point $9\frac{1}{4}$ " from road.

CLUTCH—Dry plate disc type. Release bearing automatically lubricated. Compound leverage. Balanced dynamically.

CONNECTING ROD—Drop forging, heat-treated. Length center to center $7\frac{3}{4}$ ". Bearings, babbitt, tinned to rod, $1\frac{3}{8}$ " diameter, $1\frac{1}{2}$ " long.

COOLING SYSTEM—Thermosiphon. $3\frac{1}{4}$ -gallon tubular radiator. Fan $17\frac{1}{2}$ " diameter with two blades, driven by crankshaft at $1\frac{1}{4}$ times engine speed by "V" type moulded belt. Hose connections $2\frac{1}{8}$ " diameter (inside).

CRANKSHAFT—Heat-treated drop forging. Main bearings; front $1\frac{3}{8}$ " diameter by $2\frac{1}{4}$ " long. Center $2\frac{3}{4}$ " diameter by $1\frac{3}{4}$ " long. Rear $1\frac{3}{8}$ " diameter by $2\frac{1}{4}$ " long. Balanced dynamically and statically.

CURTAINS—Six in Touring Car. Curtains open with doors.

DRIVE—Hotchkiss with only 1° angle at front joint and $1\frac{1}{4}^\circ$ at rear joint.

ENGINE—Four-cylinder L-head type cast en bloc, integral with crankcase. Removable head. $3\frac{1}{8}$ " bore by $4\frac{1}{2}$ " stroke. Firing order 1, 3, 4, 2. Piston displacement 185.78 cubic inches. H. P. (S. A. E.) 21.03. Brake H. P. 38.5. Three point suspension. Front, fourteen leaf semi-elliptic spring. Rear, special enclosed rubber bushing mounting. No metallic connection between motor and frame. Lubrication of engine is by gear driven force feed oiling system. Capacity of case 1 gallon.

EQUIPMENT—Adjustable bevel plate rear-view mirror standard equipment on all models. Automatic windshield wiper on all enclosed models.

ELECTRICAL SYSTEM—Two unit, single wire type. Six volt, 3 cell storage battery.

FENDERS—Crown type, pressed steel, baked enamel finish.

FLYWHEEL—Gray iron. Balanced dynamically and statically.

FRAME—Pressed steel, channel section, 6" deep, $\frac{5}{8}$ " thick by $15\frac{1}{4}$ " long. Five cross members exclusive of rear engine support.

FRONT AXLE—Type "I" section, heat-treated drop forging. Steering knuckle and arm bushings, bronze. Tapered roller front wheel bearings. Steering spindles and steering spindle arms, heat-treated chrome nickel steel forgings. Ball thrust bearings at steering knuckle heads.

FUEL SYSTEM—Vacuum tank mounted on dash under hood. Eleven-gallon heavy sheet steel, lead-coated fuel tank mounted under heavy protector at rear of chassis. Fuel gauge supplied.

GENERATOR—Remy, third brush regulation.

HORN—Motor driven.

IGNITION—Remy semi-automatic type. Robert Bosch magneto on export cars.

INSTRUMENT BOARD—75-mile speedometer driven from transmission, records trip and total mileage. Ammeter and oil pressure gauge located convenient to dash. Carburetor dash control. Rotary type switch with one lever control for all light combinations.

LAMPS—Semi-drum type, with dimmers and anti-glare reflectors. Tail and signal lamp and dash lamps. Parking lights on Touring. Dome light on Sedan. Six volt 21 C. P. single contact bulbs are used in headlamps and signal lamp. Six volt 3 C. P. single contact bulbs for cowl lights. Six volt 3 C. P. single contact bulb for dome light and tail and dash lamps.

LENGTH—Overall, 156". With spare tire, 162".

PISTON AND RINGS—Special Chrysler bridge type, slotted design, light alloy pistons. Clearance at head .023", at skirt .003". Three rings $\frac{1}{8}$ " by $\frac{1}{4}$ " to each piston. Lower ring special oil controlling. Skirt of piston slotted to allow for expansion and contraction.

PISTON PINS—Hardened alloy steel $\frac{3}{4}$ " diameter, 3" long.

PROPELLER SHAFT—Seamless steel tubing $1\frac{1}{4}$ " diameter, $50\frac{3}{4}$ " long.

REAR AXLE—Semi-floating type. Pressed steel housing $\frac{1}{2}$ " thick. Removable differential carrier. Spiral bevel driving gear and pinion, beveled differential gears, drop-forged chrome nickel steel, carburized and hardened. Drive pinion

integral with shaft. Double row annular ball bearing for radial and end thrust at forward end of pinion and single row annular ball bearing at rear of pinion. Tapered roller differential bearing. Annular ball bearings at rear wheels are so located as to absorb end thrusts as well as carrying the weight of car. Drive shaft, chrome nickel steel, heat-treated, $1\frac{1}{8}$ " maximum diameter, $31\frac{3}{4}$ " long.

SPARK PLUGS— $\frac{3}{8}$ " diameter—18 threads to the inch. Foreign 18 mm.—1.5 mm.

SPRINGS—Front semi-elliptic, 36" long and 2" wide, 8 leaves. Diameter of bolts $\frac{3}{8}$ ". Rear, semi-elliptic 53" long, 2" wide. Touring Car and Coupe 10 leaves. Sedan 11 leaves. Diameter of bolts $\frac{3}{4}$ ".

STARTING MOTOR—Remy, 6 volt, Bendix drive.

STEERING GEAR—Worm and sector type. Steering wheel 17" diameter.

TIMING GEARS—Camshaft gear, compressed fabric, Bakelite impregnated. Crankshaft gear, steel, helical cut.

TIRES—30 by 5.25 Balloon Cords; 30 by 5.77 Balloon Cords.

TRANSMISSION—Selective sliding gear type.

First 3.75 :1—Final 17.25 :1
Second 2.02 :1—Final 9.282 :1
High Direct—Final 4.6 :1
Reverse 4.62 :1—Final 21.25 :1

Main shaft rear bearing o. d. $2\frac{1}{16}$ ", length $\frac{3}{4}$ ". Single row ball type. Single row ball type front bearing. Countershaft bearing plain bronze $2\frac{1}{4}$ " long, $\frac{3}{8}$ " in diameter.

THREAD—56°.

TURNING RADIUS—21'.

UNIVERSAL JOINTS—Flexible disc type at each end of propeller shaft. Three discs of rubber and fabric composition to each joint.

UPHOLSTERY—Touring Car and Coupe genuine Spanish grain leather. Sedan and Coach plush, genuine Spanish leather optional at slight extra cost.

VALVE TAPPETS—Mushroom type, adjustable.

VALVES—Cast iron head, steel stem, push rod end hardened. Width of head $1\frac{1}{8}$ ". Clearance .004, intake; .006, exhaust. Diameter of stem $\frac{3}{8}$ ", generously lubricated by splash from crankcase.

WHEELS—Wood, $1\frac{3}{8}$ " spoke. Demountable rim.

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