

The Chrysler Corporation's Answer to America's Plea for Safety

HE CHRYSLER CORPORATION'S contributions to safe driving do not stop with the production of cars offering every known safety feature. Having produced the safest cars to operate, Chrysler Corporation seeks to encourage owners and drivers to operate them safely—for the human element is the most important safety feature.

Safety in driving is "Everybody's Business." Since June, 1935, millions of motorists have seen the motion picture with that title produced by the Plymouth division of the Chrysler Corporation to impress drivers with the importance of the one at the wheel in the safe and courteous operation of cars.

Steel bodies were pioneered by a division of the Chrysler Corporation. In the development and construction of steel bodies for the safety of motorists, the Chrysler Corporation has consistently led the automobile industry.

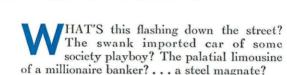
Hydraulic brakes were originally used on the Chrysler Corporation's products in 1924 and have been used on all of the Corporation's products since that time. An army greater in number than that engaged in our national defense is constantly on duty to handle the nation's motor traffic, enabling you to get where you want to go in safety.

The Chrysler Corporation has equipped "safety education" cars for police departments. You have

them in Detroit, San Francisco and elsewhere. This work led to cooperation with the School Safety patrols, an idea that originated in Detroit where accidents at school intersections have been practically eliminated. Five thousand boys direct traffic while their schoolmates cross in safety.

Be sure your next car has the safety features covered in this catalog . . . safety-steel body . . . genuine hydraulic brakes . . . the new De Soto X-type frame . . . Safety Vision lights for night driving. Be sure that you keep your car in safe driving condition and as you drive think of the other persons' rights on the road.

A safety-minded driver operating a car engineered for safety is the Chrysler Corporation's aim.



Who Said "Expensive?"

THIS YEAR...THE SMARTEST CAR

IS IN THE LOW-PRICE FIELD!

No—it's a new De Soto. And you're at the wheel! Go ahead—hold your chin way up. Throw out the old chest. High-hat the crowds. They don't blame you. That's your privilege when you're driving the smartest car of the year.

And if anyone envies you, that's just his hard luck. For anyone can afford a De Soto. It's one of the lowest-priced cars built today.

Most people are content to follow the crowd. And that goes for cars, clothes and anything else.

But in every town there's always a certain clique that lives at a faster pace. They shun mediocrity as they would a plague.

They are the first-nighters at the latest shows . . . the first with the latest styles. They're always going places, doing things, and getting a lot of fun out of life.

They're the *interesting* people . . . the natural leaders, looked up to and admired by everyone. They know it *pays* to be smart.

If you belong to that crowd, then we have built the car for you! This greatest of all De Sotos.



We Admit the Appointments **Are Sinfully Extravagant**

OLD YOUR BREATH! Did you ever see anything so beautiful? De Soto has that certain something . . . glamour. Gaiety . . . that makes you yearn to take the wheel and go places. No wonder De Soto owners always seem to be having such a good time! De Soto expresses every youthful thought.

Note De Soto's sleek, long, low-slung lines. Over 196 inches of smartness and beauty, from bumper to bumper. How'd vou like to see it parked in your driveway? How'd you like to go to town in it . . . and watch the crowds turn to envy and admire you?

Because you drive a lot, and are usually in a hurry, we have made this De Soto one of the best performing cars on the road. Powered with its mighty 93-horsepower engine and the new De Soto Gas Saver Transmission, that gives it such amazingly smooth top speed, it is actually as fast in second as many cars are in high . . . and one of the world's best hill climbers.

And to cap the climax . . . with all this smartness and luxury, this richness of appearance, this speed and power . . . we have deliberately made De Soto an economy car. Its gasoline and oil mileage, the savings in wear and upkeep, are phenomenal!

But remember as you read this book . . . De Soto is a low-priced car . . . for you're sure to forget it as feature piles upon feature . . . and anyone who drives a car can afford a De Soto!



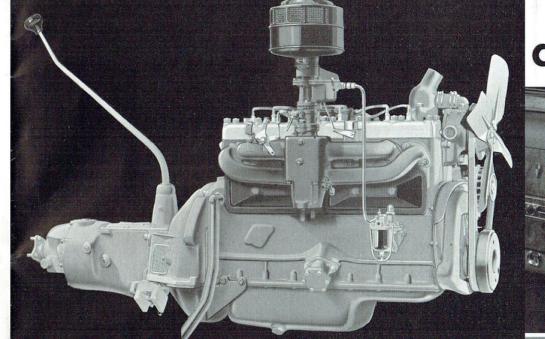
Smartness with a New Thrill . . . Daringly New and Different

.. Economy that becomes a Sensation!

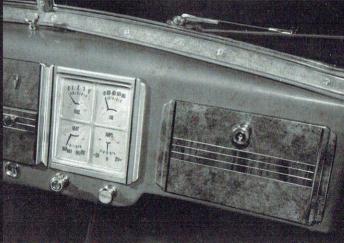
TAKE A GOOD, long look at this picture. A De Soto in a filling station is a rare sight! Phenomenal mileage has been obtained with a new full-length water jacket, a higher compression ratio and a new automatic spark control. Actual driving tests, conducted over 100,000 miles of driving, prove that De Soto is far

more economical than most of the smaller, lighter, low-priced cars. There's simply no doubt that this new De Soto is cheaper to operate than your present car. Just ask any De Soto dealer to make a gasoline mileage test. And think! Your savings in fuel and repairs will cover the down payment in a very few months.





and Beauty



Portrait of a Penny-Pincher

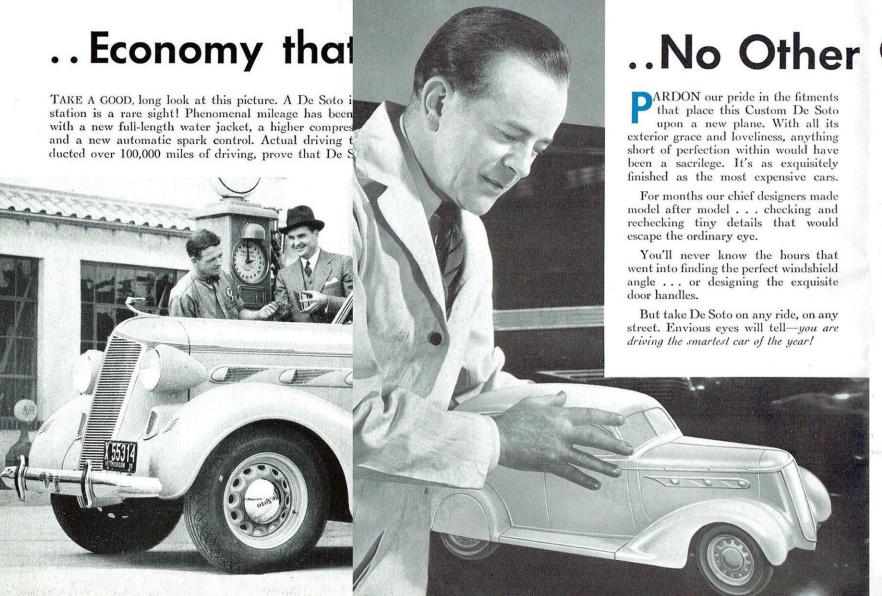
IF YOU'D LIKE to know what gives you these sensational savings, look at the picture above. That's the great De Soto Engine . . . adding new glory this year to its already enviable reputation.

Many features that have won it the admiration of engineers are discussed in the back of this book. But here's common sense anyone can understand: The best engine is the one that has to work the least to give you the best performance.

De Soto's engine develops 93 actual brake horsepower . . . which is tremendous power to pull a car of De Soto's size and weight. You can therefore readily see that De Soto's engine does its work with far less effort per mile.

Naturally, it consumes less gas, saves you money. Factory drivers have actually reported 18 to 22 miles to the gallon . . . and even more at cruising speeds with the new De Soto Gas Saver Transmission.





.. No Other Car Offers Such Luxury and Beauty

IS THIS THE WORLD'S most beautiful instrument panel? Style experts say so. But we prefer to let *you* decide.

You don't have to be an artist to admire the warm symphony of beige gray, Circassian walnut paneling.

Being practical, you'll approve of the ingenious arrangement of the dual dials and matched controls . . . dial faces inspired by a rare piece of cloisonne.

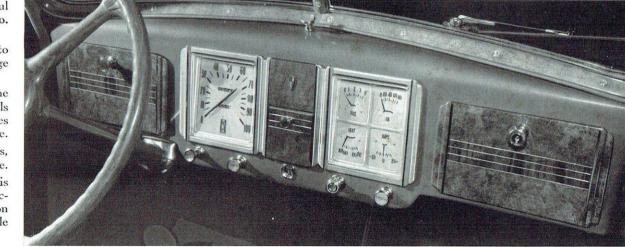
There are two glove compartments, and an ash-tray convenient to everyone.

See how the wide windshield is divided to keep out headlight reflections at night. That button you see on the ledge above controls the double windshield wipers.

HERE'S A CAR FRONT that sends tingles up and down your spine. Big, massive, bold . . . in solid, gleaming chromium. Horns tucked away in the twin grilles beneath the bullet lights.

That striping from the radiator sweeps gloriously back, all the way to the rear of the car! And note the chevrons on the fenders . . . another touch of genius that identifies the Custom Airstream De Soto wherever you go.

the rear of a car! But look at the speed and excitement in this back view of this new De Soto. It looks like it's going places even when it's standing still!















De Soto Makes Little Things Count!

New type foot rest gives roomier effect! Cleverly recessed in the back of the front seat, in the Custom touring sedan, it actually seems to add three inches to the already roomy body interior.

New strong lock on glove compartment. A place to put your personal belongings . . . books, cigarettes, vanities . . . where you know they'll be safe!

Elbow rests tailored to conform to your arm. Comfortably padded, and so shaped that they add still more inches to De Soto's exceptionally wide rear seat.

Double sun visors do many new tricks. One for the driver; its twin for the front seat passenger. Each swings a full ninety degrees horizontally. Also vertically up and down. Complete protection for your eyes whether sun comes through windshield or either window.

Ash trays just where they ought to be! Right at the front end of each of the tailored rear-seat elbow rests—just below your hand's natural position. Note on the page opposite how richly tufted is the paneling on the door... the drawing room spaciousness of the rear compartment. The door sill is practically level with the running board for easy entrance and exit.







"We'll be in Chicago in 10 Minutes"

ORRY, young lady, to click the picture when you're off your guard . . . but you illustrate perfectly something that's hard to explain with words.

You're flying through space at some six thousand feet a minute. The road is none too smooth. But you're lying there totally unconcerned . . . peacefully day-dreaming . . . and without a hair out of place!

Remember the way you used to sit . . . bolt-upright, clinging to the assist cord, bracing yourself for the bumps, holding your hair? Remember, too, how long this trip used to be?

Somehow, since the arrival of the new De Soto distances seem to have shrunk. The ride into town is no longer a chore. You seem to have more fun when you get there . . . maybe because you feel so fresh and rested.

How different from most cars! Most cars set up disturbing vibration which increases the faster you travel. When they reach a certain point your body telegraphs your mind, "Stop! I can't

stand going this fast!" The fatigue limit of your body has been reached.

You can put your foot down on the gas and make your body stand it. But the nerve-wearing rumble and tremor soon begin to tire you out. After an hour or so, you feel all in.

In the De Soto . . . regardless of your speed or road . . . your muscles and nerves are relaxed. You can drive all day and not feel tired.

For one thing, De Soto's unique combination...Individual (knee-type) Front Wheel Springing, and extra-long tapered rear springs... work together to smother the bumps in the road.

A second cause of car weariness is lack of rigidity of the car body itself. De Soto engineers solved this with a heavier frame, 50% more rigid than the old type. And between this frame and body they placed rubber shims to eliminate even the tiniest squeak.

To all this ... add Floating Power Engine Mountings! These patented rubber cushions upon which the whole engine rests, dissipate all vibration without carrying it through the frame to occupants of the car. Briefly ... that explains De Soto's marvelous ride!

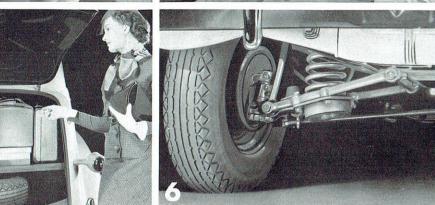










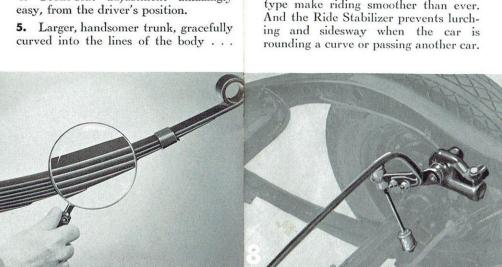


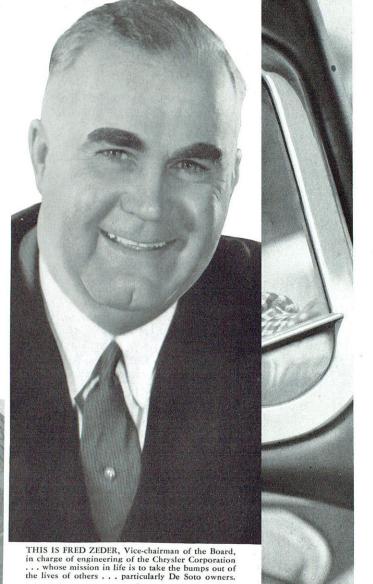
Thanks to Mr. Zeder FOR THESE RIDE IMPROVEMENTS!

- 1. New adjustable, butterfly-type front ventilating wings can also be lowered completely with the whole front window!
- 2. Instead of lowering into the body, the rear-quarter windows now swing outward, giving far better and more scientific air circulation.
- 3. Greater depth has been added to De Soto's already exceptionally wide rear seat. And all seats are higher ... "chair height" . . . coming up under and supporting the knees for easier riding.
- 4. Front-seat adjustment amazingly

more room now than ever . . . fitted with an improved theft-proof lock.

- **6.** Individual (knee-type) front wheel springs, as developed by Chrysler Corporation engineers . . . proved soundest by millions of miles in actual use.
- 7. More and thinner leaves in the rear springs, made possible by a new spring material called "Amola" steel . . . made still more resilient by tapering at the ends of the leaves.
- 8. Shock absorbers of a new, improved type make riding smoother than ever.





One Out of **Every 5 miles** is FREE!

FIVE MILES FOR the price of 4 ... at cruising speeds, with the new De Soto Gas Saver Transmission. As soon as it goes into effect, you begin to save money.

It's like this . . . At 60 miles an hour, your engine is operating at 40 miles an hour in fuel consumption ... you can drive many miles farther on the same gasoline.

At 45 miles an hour, the engine uses less gas than other cars doing 30. One out of every 5 miles is free!

These figures mean big daily savings, of course, for those who do any amount of straight-away driving. But it's when you take a long trip that you'll appreciate it most.

Figure the number of miles you travel at speeds of 45 an hour or over. For those miles, you will buy less gasoline.

And besides fuel savings, the engine does not work so hard. Therefore, there is less engine wear and a tremendous gain in piston, piston ring, and cylinder bore life.







At 45 Miles Per Hour a Miracle Happens

OU'RE sailing along at 40 . . . 42 . . . 45 . . . and suddenly a miracle happens! The engine's hum subsides, yet you seem to go faster. You're pulled along as if by magic!

If you could watch what is going on under the hood, you'd be amazed to see De Soto's engine lazing along at speeds which cause other engines to labor.

And it all happens without your doing anything about it, *automatically* . . . without buttons to push, or levers to pull. Hence the magic effect.

Who did it? . . . What did it? . . . Just the new De Soto Gas Saver Transmission* going into operation.

Engine speed is reduced approximately 30%... without affecting the speed of the car... Top speed is lifted, beautifully effortless and smooth.

De Soto's new Gas Saver Transmission applies to second gear, too . . . and makes De Soto one of the best hill climbing cars in the world.

With this new Gas Saver Transmission, De Soto is actually as fast in second speed as many cars are in high!



One Out of Every 5 miles is FREE!

FIVE MILES FOR the price of 4 ... at cruising speeds, with the new De Soto Gas Saver Transmission. As soon as it goes into effect, you begin to save money.

It's like this . . . At 60 miles an hour, your engine is operating at 40 miles an hour in fuel consumption . . . you can drive many miles farther on the same gasoline.

At 45 miles an hour, the engine uses less gas than other cars doing 30. One out of every 5 miles is free!

These figures mean big daily savings, of course, for those who do any amount of straight-away driving. But it's when you take a long trip that you'll appreciate it most.

Figure the number of miles you travel at speeds of 45 an hour or over. For those miles, you will buy less gasoline.

And besides fuel savings, the engine does not work so hard. Therefore, there is less engine wear and a tremendous gain in piston, piston ring, and cylinder bore life.

^{*}Optional at slight extra cost.



DeSoto takes no chances with your Safety!

> IRST and foremost, De The top is insulated so that it cars do not have safety-steel reception immeasurably. bodies and hydraulic brakes . . . every De Soto built has had these two necessary safety fea-

The only way De Soto could build safer cars this year was established features. They more than meet all requirements.

Safety-Steel Body. This year's De Soto body is safety-steel throughout . . . mounted directly to the rigid frame, with insulation between.

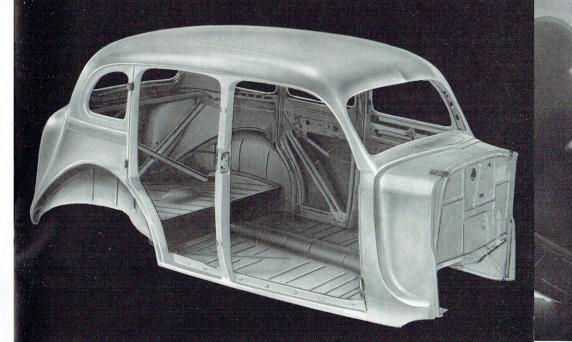
An entirely new type of construction in the steel pillar cars. They ease your eyes . . . posts makes the safety-steel prevent the common cause of

Soto is built for safety. serves also as an antenna for Whereas even today some the car radio . . . improving

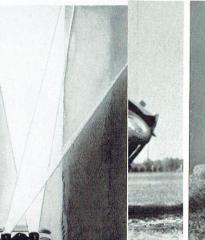
De Soto Hydraulic Brakes are genuine hydraulics. Your stopping power is in exact proportion to the pressure of the foot on the pedal. Centrito improve on these already fuse brake drum linings wear two to five times longer . . . saving you many dollars in renewal expense each year.

Safety Vision Lights for night driving. Controlled by the foot, they direct light from the center of the road toward the right edge, when passing body fifty per cent more rigid. accidents in night driving.











They call it "Hell's Half-Acre"



"Bust-'em-up Toby" . . . that's what they call him over at the Engineering Laboratory . . . But to the rest of the world, if you please, this is Mr. Couture, Chief Experimental Driver for

the Chrysler Corporation. His job is to wreck the beautiful cars we build so carefully at the laboratory . . . to ferret out the weak points . . . so we can offer a better-built De Soto to you.

T'S a desolate sea of soft sand, full of ruts, railroad ties, mud-holes two feet deep. You'd think the only thing that could stand being driven over that would be an army tank. Certainly, no motor car! Yet ...

You hear a shout and down the ramp comes a brand new De Soto. At breakneck speed it plunges into "Hell's Half-Acre"-burying its nose into mud -then is tossed into the air by obstacles. Wham! What's that? The driver has deliberately locked the wheels! With a sickening thud the car rolls over-and over-and over. You wonder how any man can live through such neck-breaking jolts and blows.

Anybody hurt? No-the testers right the car and calmly drive it away. That's nothing in their lives . . . or in the life of a De Soto.

You'll never punish your De Soto like that in a million years. You'll never find a detour half as rough and tough as the testing ground we use. To equal driving conditions like these, they would have to be made to order.

But . . . no matter what the driving conditions may be . . . there's nothing in all the world more comforting than to know that you're driving a car that can take it . . . and come up smiling.

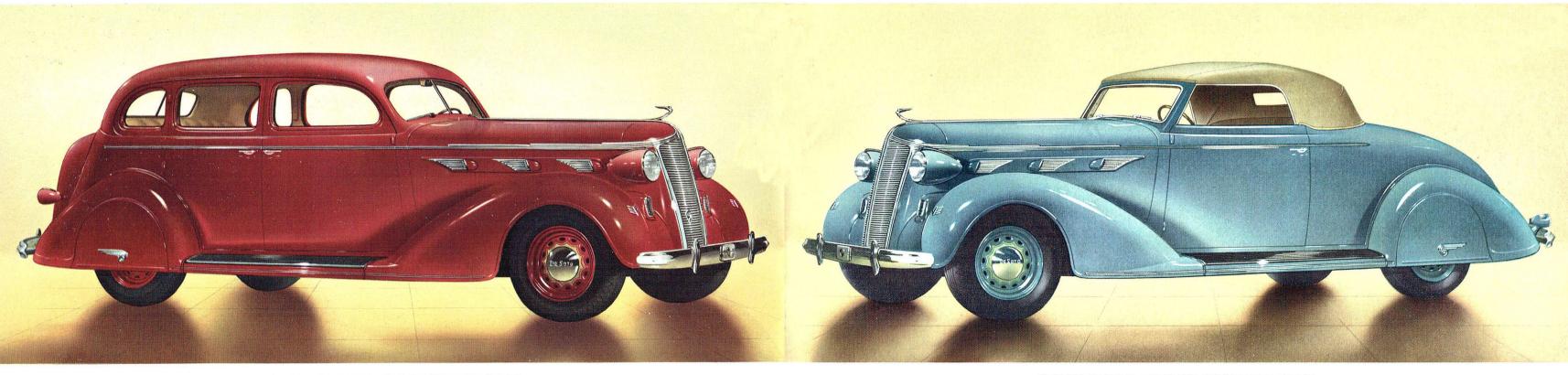






Put Yourself in This Picture

Don't say you can't Afford It!



CUSTOM AIRSTREAM DE SOTO TOURING SEDAN

De Soto looks "big money" . . . but smart designing, brainy engineering and the vast manufacturing resources of the Chrysler Corporation make it a miracle of economy. Who wants a common-

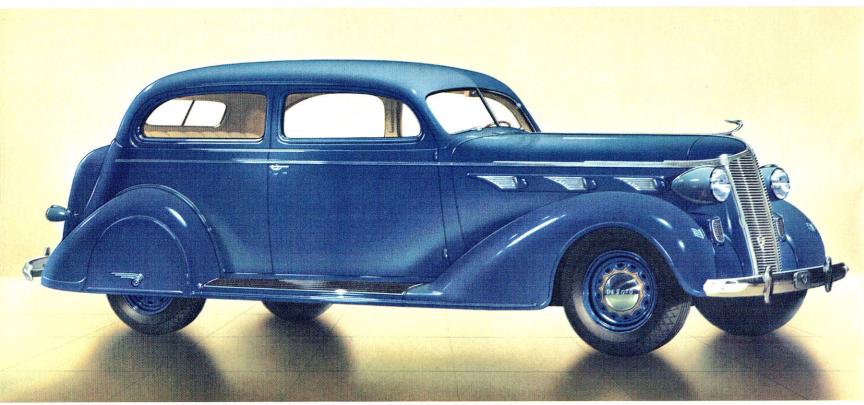
place car when you can get this longer, lovelier, bigger De Soto? Especially when the cost is but a trifle more than the lowest-priced cars. Same body style available in the De Luxe series.

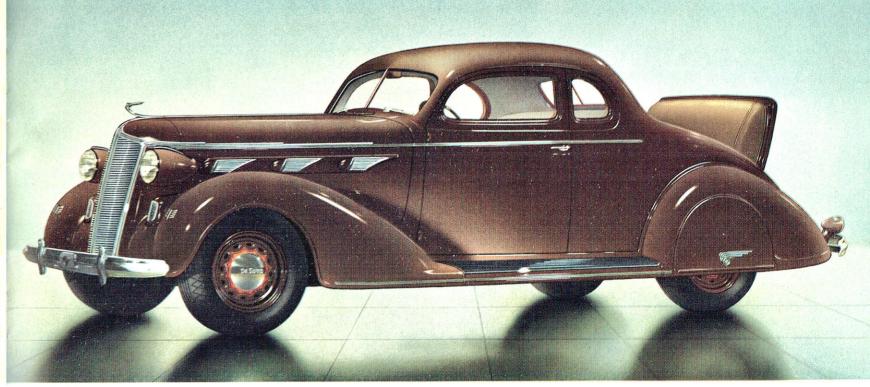
CUSTOM AIRSTREAM DE SOTO CONVERTIBLE COUPE

We admit it. We made this fast and "sporty"... for young people who don't mind admiring glances. Do you like to race with the wind? Do you object to another car's dust? Just touch that throttle,

few cars built today can stand the challenge of a De Soto! Its extra frame that holds the body like a vise prevents all squeaks and rattles. A choice of color combinations and genuine leather upholstery.

It's EASY to set the Pace . . . in America's Smartest Low-Price Car!





CUSTOM AIRSTREAM DE SOTO TOURING BROUGHAM

Ever realize how little more a De Soto costs than the lowest-price cars? Merely a matter of a few dollars more a month. And money can't measure the extra value you get . . . the added thrill of

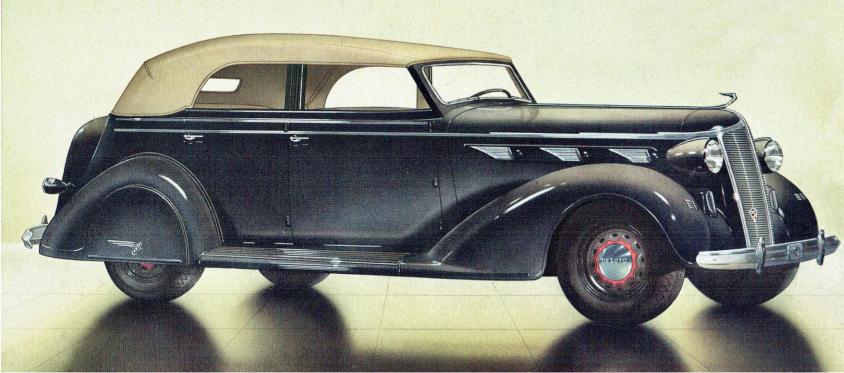
driving a car that asks no odds on style or beauty. This Brougham is the ideal family car. It has a flair that will bring joy to the heart of any woman who loves nice things. Also available in the De Luxe series.

CUSTOM AIRSTREAM DE SOTO RUMBLE SEAT COUPE

Salesmen and professional people favor this model . . . for they know it pays to be smart. Look at the trimness of its lines . . . the military-like briskness of its top. The big, roomy rumble seat

takes care of the extra couple. Available in the De Luxe series with no rumble seat . . . the entire rear deck being available for storage space. It's surprising how much luggage can be accommodated.

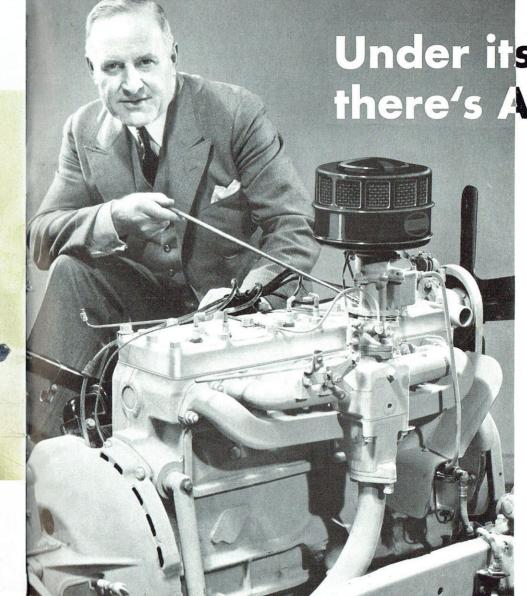
It's the New Performance Leader



CUSTOM AIRSTREAM DE SOTO CONVERTIBLE SEDAN

It makes you feel years younger just to look at this dashing model! But wait 'til you see it with the top down! Up or down . . . it's just a matter of seconds. And in rainy or cold weather, it's just as

snug and warm as you could wish. You know what dash a convertible sedan has . . . that certain swank everybody envies. Available in many different color combinations. Upholstered in genuine leather.



Under its Smart Lines there's Amazing Thrift!

E'RE purposely saving the best for the last
... a story you'll appreciate more and more
as your years of De Soto ownership roll by.

To say that cars built by the Chrysler Corporation are better built means nothing . . . until you've talked with a De Soto owner. He'll tell you what that means in his own language, and yours . . . in dollars and cents . . . in lower repair bills and higher resale values.

But why De Soto saves you money . . . that's a story which any De Soto dealer can tell you without becoming the least bit technical.

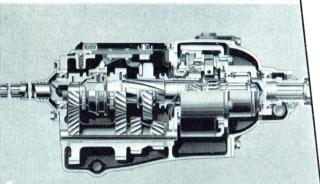
How exhaust valve-seat inserts postpone valve grinding up to 30,000 miles. How aluminum pistons, weighing one-third less save gas, increase power . . . anodic-coated to double their life, too . . . and with 4 rings instead of 3, for further fuel savings.

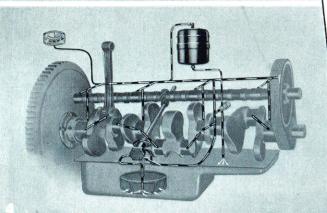
How the air cleaner, oil filter and ventilated crankcase save engine wear. How the Automatic Choke stops waste. Why genuine Hydraulic Brakes need less attention. How Centrifuse brake drums make brake linings wear two to five times longer. All about aircooling that greatly increases generator life... oversize battery and clutch... more anti-friction bearings. How the common cause of repair and replacement expenses is engineered out.

On the following pages are the outstanding engineering features. Go over them carefully ... and because they mean so much in future operating economy...insist on having them in the car you buy.





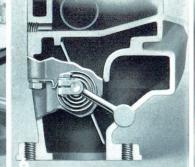




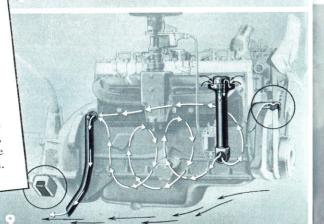
Engineered for the Years Ahead

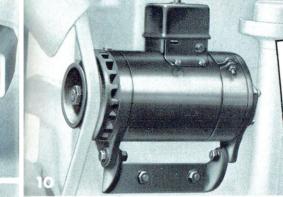
- 1. Anodic Coated Aluminum Pistons, lighter weight, means less strain on the bearings resulting in longer engine life. The anodic coating makes them practically immune from wear.
- 2. Automatic Spark Advance with Vacuum Control permits high compression without knock.
- 3. Syncro-Silent Transmission makes possible quick, easy, silent shifting at all speeds and in all gears.
- 4. Full Pressure Lubrication provides for positive circulation of oil to all vital engine parts assuring long life to the precision fittings and bearings.
- 5. Automatic Choke makes possible a perfect start every time, regardless of temperature.
- 6. Automatic Manifold Heat Control insures proper heating of the incoming fuel mixture.
- 7. Centrifuse Brake Drums combine the light weight and strength of steel with the rapid heat dissipating qualities of cast iron . . . linings last longer.
- 8. The wheel cylinders of the Airstream's genuine hydraulic brakes are equipped with double pistons, each piston actuating a separate brake shoe—resulting in safer control.









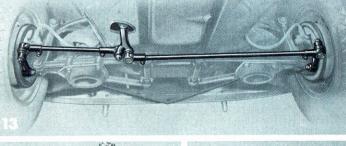


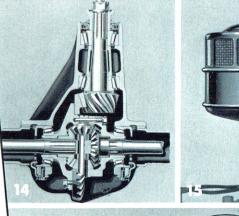




These Features Save You Money

- 9. Floating Power engine mountings—a patented feature for which there is no substitute—insulates occupants of the car from all vibration. Crankcase ventilation eliminates harmful gases which cause oil dilution and corrosion.
- 10. Air-Cooled Generator gives greater output at all speeds—keeps the battery fully charged for operating electrical accessories.
- 11. Positive-Shift Type Starter prevents sticking and chipping of gears.
- 12. Air-Cooled Clutch gives facings much longer life. Pedal pressure greatly reduced.
- 13. Shockless Steering effectively prevents front wheel road shocks from reaching the driver through the steering wheel, resulting in better control.
- 14. Hypoid Rear Axle Gears permit greater tooth area, provide greater strength and smoother action. Larger pinion bearing gives longer life.
- 15. Air Cleaner and Intake Silencer insures longer engine life and quiet operation.
- **16. Rustproofing** prevents spread of rust if paint is accidentally nicked preserves metal and finish.

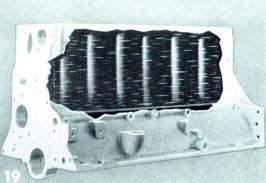














- 17. Anti-Friction Bearings give the Airstream De Soto superior performance, longer life and greater economy.
- 18. Special Alloy Exhaust Valve Seat Inserts practically eliminate valve grinding and adjustment.
- 19. Full-Length Water Jackets provide an even temperature over the entire length of the cylinder walls insuring uniform expansion of the cylinder barrels even under extreme heat and high car speeds. Cylinders remain true, retaining full compression and greatly decreasing oil consumption.
- 20. Oil Filter prevents oil contamination. Insures longer engine life . . . smoother operation.

De Luxe and Custom Airstream De Sotos

THE De Luxe series is produced in I three body models:

Touring Sedan, Touring Brougham and Business Coupe.

The De Luxe series will differ from that of the Custom series, which is illustrated in this catalog, in the following respects.

The rear axle used on the De Luxe series will be of the spiral bevel type. The gas saver transmission will also be available on the De Luxe series at slight extra cost, and when ordered the hypoid rear axle

The De Luxe series will be equipped with a straight type ventilating windshield. slide-type front door window ventilation, one windshield wiper, a glove compartment, painted instrument panel and the interior will be trimmed distinctively in either Bedford cord or mohair upholstery. Other slight differences distinguish the Custom from the De Luxe series.

Accessory Groups—De Luxe Series

All De Luxe models will be shipped with Duplate safety plate glass and painted sheet metal as standard equipment at extra cost unless otherwise ordered.

Bumper Group—(Installed at the factory on all cars at extra cost): Front and rear bumpers, bumper guards, spare tire and tube, extra airtone horn.

Accessory Group A—(Installed at the factory at extra cost upon order.) Extra sun visor, extra tail lamp, extra windshield wiper and cigar lighter.

Fenderwell Group—(Optional at extra

No. 1-6 wheels with 2 fenderwells including tires and tubes, tire locks and metal tire covers.

No. 2 — 5 wheels with right fenderwell including spare tire, tube, lock and metal tire cover.

The following accessories are available at extra cost for the De Luxe series: 2 chro- Airstream heater.

mium strips on trunks, special steering wheel, chromium plated discs for wheels (5 to a set), 2 fender lamps, 2 rear wheel shields, gas saver transmission, electric clock, special steering post bracket, radio, aluminum cylinder head, trunk rack, white sidewall tires, 6-ply tires, standard heater, De Luxe heater. Duo Airstream heater.

The Custom Airstream De Soto completely described in this catalog is available in five body models:

Touring Sedan, Touring Brougham, Convertible Sedan, Rumble Seat Coupe, Convertible Coupe.

Accessory Groups—Custom Series

All custom models will be shipped with Duplate safety plate glass and painted sheet metal as standard equipment at extra cost unless otherwise ordered.

Bumper Group—(Installed at the factory on all cars at extra cost.) Front and rear bumpers, bumper guards, spare tire and tube, extra sun visor, extra tail light. and cigar lighter.

Accessory Group B-(Installed at the factory on all cars at extra cost.) Rear wheel shields, electric clock,

Fenderwell Group—(Optional at extra

No. 1-6 wheels with 2 fenderwells including tires and tubes, tire locks and metal tire covers.

No. 2-5 wheels with right fenderwell including spare tire, tube, lock and metal tire cover.

The following accessories will be available for the Custom series at extra cost: Front fender lamps, special treatment of the running board, special steering wheel, chrome plated discs for wheels (5 to a set), special steering post bracket, extra lock for left glove box, gas saver transmission, radio, aluminum cylinder head, 6-ply tires, white sidewall tires, trunk rack, standard heater. De Luxe heater, and Duo



All De Soto Dealers Invite You to COMPARE THE VALUE

THE PRICE TAG SAYS this De Soto is a low price car . . . but in bigness, performance and value, you have to compare it with cars costing from \$300 to \$500 more. Nothing less will equal it! The Chrysler Corporation has built into this great

De Soto extra value features that others do not give you at all . . . or charge extra for them. Why not drive down to the nearest De Soto dealer's and inspect the 1936 De Luxe or Custom De Soto? Your own car may easily cover the down payment.

CUSTOM AIRSTREAM DE SOTO SPECIFICATIONS

Suspension — Front — Individually sprung wheels with coil springs.

Axle — Rear—Semi-floating type with hypoid gears. Six tapered roller bearings.

Body - Safety-steel construction. Safety glass standard equipment in the wind shield and swing type ventilating windows. Optional throughout at slight extra cost.

Brakes - Service - De Soto 4-wheel equal action hydraulic, internal expanding, with centrifuse brake drums. Stepped wheel cylinders to give equalized braking action in front and rear brake shoes. Parking-Operates on driveshaft. Cast iron drum. (When car is equipped with gas saver transmission the hand-brake actuates the service brake shoes in the rear wheels.)

Camshaft - Supported on four bearings and driven by a silent chain.

Clutch — Ventilated single dry plate type. Torsion springs in clutch disc cushion the flow of power. Ball-bearing release.

Cooling System - New full-length water jackets and water distributing tube in combination with the by-pass thermostat and centrifugal pump give a more uniform automatic advance with vacuum control.

temperature throughout the engine. This contributes to long engine life, greater gasoline mileage and greater oil economy. Cooling system capacity 5 gallons.

Crankshaft - Supported on four babbitt-lined steel main bearings. Balanced and counterweighted. Impulse neutralizer on front end.

Engine — Six cylinder L-head type with patented Floating Power engine mountings. Bore, 33/8": stroke, 41/2": S. A. E. horsepower, 27.34; piston displacement, 241.5 cubic inches; maximum brake horsepower, 93 at 3400 R. P. M. Compression ratio 6.0 to 1. Cast iron cylinder head standard equipment.

Engine Lubrication — Full pressure to all crankshaft, connecting rod and camshaft bearings. All other working parts lubricated by positive spray under pressure from small metered hole in each connecting rod bearing; also from crankshaft and camshaft. Timing chain lubricated by direct oil leads. Oil capacity, 6 quarts.

Electrical System—Air-cooled generator with voltage limit control. Distributor

Starter, six-volt manual shift type. Bat- type on the rear ends. Metal covers on rear tery, six-volt, 119-ampere-hour capacity.

Frame - Double-drop X-girder type with box section channels, side channels follow contour of body.

Fuel System—Carburetor, plain tube down-draft type equipped with accelerator pump, air cleaner and intake silencer. Automatic choke, automatic idling control and automatic manifold heat control. Fuel pump, driven from camshaft, equipped with visible sediment trap. Gas tank capacity, 15 gallons.

Pistons — Anodic coated aluminum alloy T-slot type. Four rings per piston, two oil control and two compression.

Propeller Shaft—Tubular with rollerbearing universal joints. Hotchkiss drive in which rear springs take driving torque.

Shock Absorbers—Hydraulic, double action front and single action rear.

Springs—Front, coil. Rear, tapered leaf semi-elliptic, 535%"; width 134"; 10 leaves. Rubber-cored shackles on the front ends of the rear springs and silent threaded "U"

springs. Ride stabilizer on rear end

Steering-Shockless, center controlled steering. Worm and roller steering gear with ratio of 18.2 to 1.

Tires-6.25/16 Airwheel, nonskid tread on steel spoke wheels.

Transmission—Syncro-Silent type with quiet helical gears throughout. Gas saver transmission available at slight extra cost.

Ventilation-Special draftless ventilation system, front and rear, Cowl ventila-

Wheelbase-117 inches. Overall length, 1961/2 inches. Tread: front, 563/8", rear 58".

Standard Equipment—includes 2 windshield wipers, 2 glove compartments, 2 airtone horns, Safety glass in windshield and ventilating wings, Bedford Cord or Mohair upholstery. Tools.

Note—The manufacturer reserves the right to revise, change or modify the construction of De Soto motor vehicles or any part thereof as he may see fit, without incurring any obligation to make like changes on vehicles previously sold.

Time payments to fit your budget. Ask for the official Chrysler Motors Commercial Credit Plan.

PRINTED IN U.S.A.



DE SOTO

A PRODUCT OF CHRYSLER CORPORATION