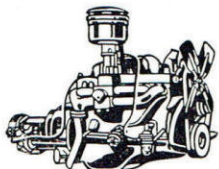




Chrysler

# Specifications

## CHRYSLER WINDSOR—121½" W.B.



**ENGINE**—Six-cylinder, L-head type, Floating Power mounted. Bore 3 1/8" (87.3 mm), Stroke 4 1/2" (114.3 mm). Piston displacement 250.6 cu. in. (4.1 liters). Compression Ratio 6.6:1. A.M.A. horsepower 28.36. Developed brake horsepower 114 at 3600 r.p.m. "U" slot, cam ground, plated aluminum pistons with 4 coated piston rings each. Drop-forged steel, four bearings, counterweighted crankshaft with damped, dynamic vibration absorber. Precision-type, high-duty crankshaft and connecting rod bearings. Silent chain driven camshaft. Four camshaft bearings.

**ENGINE LUBRICATION**—Pressure oiling from rotor-type oil pump, through rifle-drilled cylinder block passages to main, connecting rod and camshaft bearings. Pressure spray to pistons, piston pins, valve stems, cams and tappets. Timing chain drive lubricated by oil stream from camshaft. Crankcase ventilation and full flow, replaceable element oil filter. Crankcase capacity 5 quarts (4¾ liters). Oil pressure gauge on instrument panel.

**FUEL SYSTEM**—Plain-tube downdraft carburetor with idle adjustment and adjustable accelerating pump. Automatic manifold heat control. Automatic electric choke control. Oil bath air cleaner and silencer. Mechanical diaphragm fuel pump driven from camshaft. Fuel tank capacity, 17 U.S. gallons (64 liters). Electric fuel gauge on instrument panel. Self-cleaning filter in tank at outlet.

**COOLING SYSTEM**—Cellular radiator core. Centrifugal water pump. Directional circulation, uniform to all cylinders and valve ports. Full-length water jackets. By-pass thermostat circulation control. Water capacity 4 1/4 U.S. gallons (16.1 liters). Four-Blade 17 3/4" fan (45 cm).

**CLUTCH**—Dry, single-plate 9 1/4" (23.5 cm) diameter clutch with cushion center. Molded, woven asbestos facings. Ball-thrust release bearing with lubricants sealed in. Forced ventilation.

**FLUID DRIVE**—Thirteen inch diameter coupling. Ball type coupling hub bearing. Oilite bushings on coupling runner inner bearings.

**TRANSMISSION**—Hydraulically operated with four speeds forward and one reverse, built-in control unit.\*



**REAR AXLE**—Semi-floating Hypoid rear axle. Pressed-steel, banjo-type housing. Hypoid gears and axle shafts of Amola steel. Tapered roller bearings. Ratio, 3.54 to 1. Hotchkiss drive through springs.

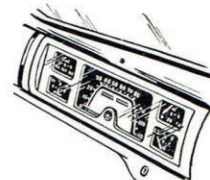
**SUSPENSION**—Independent front wheel springing with coil springs of Amola steel. Grooved, 9-leaf, soft acting, semi-elliptic rear springs, length 53 3/8" (1.362 m), width 1 3/4" (4.5 cm). All leaves with tapered ends. Rubber cored bushings at front. Rubber cushioned shackles at rear. Airplane-type shock absorbers front and rear. Individual steering tie-rods hinged and rubber insulated to eliminate road shock. Steering gear ratio 18.2:1. Front end sway eliminator. Transverse sway strut, rear axle to frame.

**CHASSIS FRAME**—Improved super-rigid, double-channel frame. Box-section steel side rails, 3/8" (2.38 mm) thick. Maximum depth, 6" (15.2 cm), outside width at maximum depth, 3 1/2" (8.9 cm).

**ELECTRICAL SYSTEM**—Solar Spark, 6-volt ignition. Fully automatic spark advance, speed and vacuum control. Shunt-type generator with voltage and current control. Generator ventilated by centrifugal fan. Solenoid positive-shift starter actuated through push button on instrument panel. 17-plate battery, capacity 120 ampere hours, located under hood in left fender shield. Headlights sealed-beam type with foot control. Dual air horns. Full-circle horn ring on steering wheel. Dual taillights. Stop light. Rear license plate light. Front parking lights. Directional signal lamps integral with front parking lights and rear taillights; hand brake signal light, entrance light and dome light.

**BRAKES**—New improved type. Hydraulic, 4-wheel internal expanding, utilizing an individual cylinder for each shoe in the front wheel brakes, self-equalized and weather-proofed. Steel backed, cast iron brake drums with Superfinished braking surface. Drum diameter 11" (27.9 cm). Molded asbestos brake lining 2" wide (5 cm). Separate, external contracting hand brake for parking, mounted at rear of transmission.

**WHEELS AND TIRES**—Demountable steel disc wheels with Safety Rim. 15x6.50 4 ply, Airwheel tires.



# Specifications

## CHRYSLER NEW YORKER—127½" W.B.

**ENGINE**—Eight-cylinder, L-head type, Floating Power mounted. Bore 3 1/8" (82.55 mm), Stroke 4 1/8" (123.8 mm). Piston displacement 323.5 cu. in. (5.3 liters). Compression Ratio 6.7:1. A.M.A. horsepower 33.80. Developed brake horsepower 135 at 3600 r.p.m. "U" slot, cam ground, plated aluminum alloy, lightweight pistons with 4 coated piston rings each. Drop-forged steel, five-bearing, counterweighted crankshaft with damped, dynamic vibration absorber. Precision-type, high-duty crankshaft and connecting rod bearings. Silent chain driven camshaft. Six camshaft bearings.

**ENGINE LUBRICATION**—Pressure oiling from rotor-type oil pump, through rifle-drilled cylinder block passages to main, connecting rod and camshaft bearings. Pressure spray to pistons, piston pins, valve stems, cams and tappets. Camshaft drive chain lubricated by oil stream from camshaft. Crankcase ventilator and built-in full-flow oil filter. Crankcase capacity 6 quarts (5.67 liters). Oil pressure gauge on instrument panel.

**FUEL SYSTEM**—Dual down-draft carburetor with idle adjustment and adjustable accelerating pump. Automatic manifold heat control. Automatic electric choke control. Oil bath air cleaner and silencer. Mechanical diaphragm fuel pump driven from camshaft. Fuel tank capacity, 20 U.S. gallons (75 liters). Electric fuel gauge on instrument panel. Self-cleaning filter in tank at outlet.

**COOLING SYSTEM**—Fin and tube radiator core. Centrifugal water pump. Directional circulation, uniform to all cylinders and valves. Full-length water jackets. By-pass thermostat circulation control. Water capacity 6 1/2 U.S. gallons (24 liters). Five-Blade 18" fan (45.6 cm).



**CLUTCH**—Dry, single-plate 10" (25.4 cm) diameter clutch with cushion center. Molded, woven asbestos facings. Ball-thrust release bearing with lubricants sealed in. Forced ventilation.

**FLUID DRIVE**—Thirteen inch diameter coupling. Ball type coupling hub bearing. Roller bearings on coupling runner inner bearing.

**TRANSMISSION**—Hydraulically operated, four speeds forward, one reverse, built-in control unit.\*

**REAR AXLE**—Semi-floating Hypoid rear axle. Pressed-steel, banjo-

type housing. Hypoid gears and axle shafts of Amola steel. Tapered roller bearings. Ratio 3.36:1. Hotchkiss drive through springs.

**SUSPENSION**—Independent front wheel springing with coil springs of Amola steel. Grooved, 9-leaf, soft acting, Semi-elliptic rear springs, length 53 3/8" (1.362 m), width 1 3/4" (4.5 cm). All leaves with tapered ends. Wax-impregnated inter-leaves. Rubber cored bushings at front. Rubber cushioned shackles at rear. Airplane-type shock absorbers front and rear. Individual steering tie-rods hinged and rubber insulated to eliminate road shock. Steering gear ratio 20.4:1. Front end sway eliminator. Hydraulic type transverse sway strut, rear axle to frame.

**CHASSIS FRAME**—Super rigid, double channel frame. Box-section steel side rails, 3/8" (3.2 mm) thick. Maximum depth, 6 1/2" (16.5 cm), outside width at maximum depth, 3 1/2" (8.9 cm).

**ELECTRICAL SYSTEM**—Solar Spark, 6-volt ignition. Fully automatic spark advance, speed and vacuum control. Shunt-type generator with voltage and current control. Generator ventilated by centrifugal fan. Solenoid positive-shift starter actuated by push button switch on instrument panel. 19-plate battery, capacity 135 ampere hours, located under hood in left fender shield. Headlights sealed-beam type with foot control. Dual air horns. Full-circle horn ring on steering wheel. Dual taillights. Stop light. Rear license plate light. Front parking lights. Directional signal lights integral with front parking lights and rear taillights; hand brake warning signal, automatic interior lighting.

**BRAKES**—New improved type hydraulic, 4-wheel internal expanding utilizing an individual cylinder for each shoe in the front wheel brakes, self-equalized and weather-proofed. Steel backed, cast iron surface brake drums with Superfinished braking surface. Drum diameter 12" (30.5 cm). Molded asbestos brake lining 2" wide (5 cm). Separate external contracting hand brake for parking, mounted at rear of transmission.

**WHEELS AND TIRES**—Demountable steel disc wheels with Safety Rim. 15x7.00 4 ply, Airwheel tires.



\*Standard equipment at extra cost.

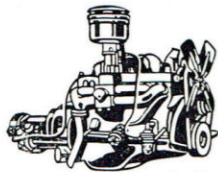
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**CHRYSLER CORPORATION—EXPORT DIVISION**

**Detroit 31, Michigan, U. S. A.**

# Specifications

## CHRYSLER WINDSOR—121½" W.B.



**ENGINE**—Six-cylinder, L-head type, Floating Power mounted. Bore 3½" (87.3 mm). Stroke 4½" (114.3 mm). Piston displacement 250.6 cu. in. (4.1 liters). Compression Ratio 6.6:1. A.M.A. horsepower 28.36. Developed brake horsepower 114 at 3600 r.p.m. "U" slot, cam ground, plated aluminum pistons with 4 coated piston rings each. Drop-forged steel, four bearings, counterweighted crankshaft with damped, dynamic vibration absorber. Precision-type, high-duty crankshaft and connecting rod bearings. Silent chain driven camshaft. Four camshaft bearings.

**ENGINE LUBRICATION**—Pressure oiling from rotor-type oil pump, through rifle-drilled cylinder block passages to main, connecting rod and camshaft bearings. Pressure spray to pistons, valve stems, cams and tappets. Timing chain drive lubricated by oil stream from camshaft. Crankcase ventilation and full flow, replaceable element oil filter. Crankcase capacity 5 quarts (4¾ liters). Oil pressure gauge on instrument panel.

**FUEL SYSTEM**—Plain-tube downdraft carburetor with idle adjustment and adjustable accelerating pump. Automatic manifold heat control. Automatic electric choke control. Oil bath air cleaner and silencer. Mechanical diaphragm fuel pump driven from camshaft. Fuel tank capacity, 17 U.S. gallons (64 liters). Electric fuel gauge on instrument panel. Self-cleaning filter in tank at outlet.

**COOLING SYSTEM**—Cellular radiator core. Centrifugal water pump. Directional circulation, uniform to all cylinders and valve ports. Full-length water jackets. By-pass thermostat circulation control. Water capacity 4¼ U.S. gallons (16.1 liters). Four-Blade 17½" fan (45 cm).

**CLUTCH**—Dry, single-plate 9¼" (23.5 cm) diameter clutch with cushion center. Molded woven asbestos facings. Ball-thrust release bearing with lubricants sealed in. Forced ventilation.

**FLUID DRIVE**—Thirteen inch diameter coupling. Ball type coupling hub bearing. Oilite bushings on coupling runner inner bearings.

**TRANSMISSION**—Hydraulically operated with four speeds forward and one reverse, built-in control unit.\*



**REAR AXLE**—Semi-floating Hypoid rear axle. Pressed-steel, banjo-type housing. Hypoid gears and axle shafts of Amola steel. Tapered roller bearings. Ratio, 3.34 to 1. Hotchkiss drive through springs.

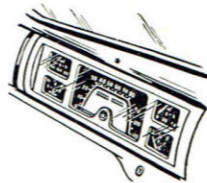
**SUSPENSION**—Independent front wheel springing with coil springs of Amola steel. Grooved, 9-leaf, soft acting, semi-elliptic rear springs, length 53½" (1.362 m), width 1¾" (4.5 cm). All leaves with tapered ends. Rubber cored bushings at front. Rubber cushioned shackles at rear. Airplane-type shock absorbers front and rear. Individual steering tie-rods hinged and rubber insulated to eliminate road shock. Steering gear ratio 18.2:1. Front end sway eliminator. Transverse sway strut, rear axle to frame.

**CHASSIS FRAME**—Improved super-rigid, double-channel frame. Box-section steel side rails, ½" (2.38 mm) thick. Maximum depth, 6" (15.2 cm), outside width at maximum depth, 3½" (8.9 cm).

**ELECTRICAL SYSTEM**—Solar Spark, 6-volt ignition. Fully automatic spark advance, speed and vacuum control. Shunt-type generator with voltage and current control. Generator ventilated by centrifugal fan. Solenoid positive-shift starter actuated through push button on instrument panel. 17-plate battery, capacity 120 ampere hours, located under hood in left fender shield. Headlights sealed-beam type with foot control. Dual air horns. Full-circle horn ring on steering wheel. Dual taillights. Stop light. Rear license plate light. Front parking lights. Directional signal lamps integral with front parking lights and rear taillights; hand brake signal light, entrance light and dome light.

**BRAKES**—New improved type. Hydraulic, 4-wheel internal expanding, utilizing an individual cylinder for each shoe in the front wheel brakes, self-equalized and weather-proofed. Steel backed, cast iron brake drums with Superfinished braking surface. Drum diameter 11" (27.9 cm). Molded asbestos brake lining 2" wide (5 cm). Separate, external contracting hand brake for parking, mounted at rear of transmission.

**WHEELS AND TIRES**—Demountable steel disc wheels with Safety Rim. 15x6.50 4 ply, Airwheel tires.



# Specifications

## CHRYSLER NEW YORKER—127½" W.B.

**ENGINE**—Eight-cylinder, L-head type, Floating Power mounted. Bore 3½" (82.55 mm). Stroke 4½" (123.8 mm). Piston displacement 323.5 cu in. (5.3 liters). Compression Ratio 6.7:1. A.M.A. horsepower 33.80. Developed brake horsepower 135 at 3600 r.p.m. "U" slot, cam ground, plated aluminum alloy, lightweight pistons with 4 coated piston rings each. Drop-forged steel, five-bearing, counterweighted crankshaft with damped, dynamic vibration absorber. Precision-type, high-duty crankshaft and connecting rod bearings. Silent chain driven camshaft. Six camshaft bearings.

**ENGINE LUBRICATION**—Pressure oiling from rotor-type oil pump, through rifle-drilled cylinder block passages to main, connecting rod and camshaft bearings. Pressure spray to pistons, piston pins, valve stems, cams and tappets. Camshaft drive chain lubricated by oil stream from camshaft. Crankcase ventilator and built-in full-flow oil filter. Crankcase capacity 6 quarts (5.67 liters). Oil pressure gauge on instrument panel.

**FUEL SYSTEM**—Dual down-draft carburetor with idle adjustment and adjustable accelerating pump. Automatic manifold heat control. Automatic electric choke control. Oil bath air cleaner and silencer. Mechanical diaphragm fuel pump driven from camshaft. Fuel tank capacity, 20 U.S. gallons (75 liters). Electric fuel gauge on instrument panel. Self-cleaning filter in tank at outlet.

**COOLING SYSTEM**—Fin and tube radiator core. Centrifugal water pump. Directional circulation, uniform to all cylinders and valves. Full-length water jackets. By-pass thermostat circulation control. Water capacity 6½ U.S. gallons (24 liters). Five-Blade 18" fan (45.6 cm).

**CLUTCH**—Dry, single-plate 10" (25.4 cm) diameter clutch with cushion center. Molded, woven asbestos facings. Ball-thrust release bearing with lubricants sealed in. Forced ventilation.

**FLUID DRIVE**—Thirteen inch diameter coupling. Ball type coupling hub bearing. Roller bearings on coupling runner inner bearing.

**TRANSMISSION**—Hydraulically operated, four speeds forward, one reverse, built-in control unit.\*

**REAR AXLE**—Semi-floating Hypoid rear axle. Pressed-steel, banjo-



type housing. Hypoid gears and axle shafts of Amola steel. Tapered roller bearings. Ratio 3.36:1. Hotchkiss drive through springs.

**SUSPENSION**—Independent front wheel springing with coil springs of Amola steel. Grooved, 9-leaf, soft acting. Semi-elliptic rear springs, length 53½" (1.362 m), width 1¾" (4.5 cm). All leaves with tapered ends. Wax-impregnated inter-leaves. Rubber cored bushings at front. Rubber cushioned shackles at rear. Airplane-type shock absorbers front and rear. Individual steering tie-rods hinged and rubber insulated to eliminate road shock. Steering gear ratio 20.4:1. Front end sway eliminator. Hydraulic type transverse sway strut, rear axle to frame.

**CHASSIS FRAME**—Super rigid, double channel frame. Box-section steel side rails, ¾" (3.2 mm) thick. Maximum depth, 6½" (16.5 cm), outside width at maximum depth, 3½" (8.9 cm).

**ELECTRICAL SYSTEM**—Solar Spark, 6-volt ignition. Fully automatic spark advance, speed and vacuum control. Shunt-type generator with voltage and current control. Generator ventilated by centrifugal fan. Solenoid positive-shift starter actuated by push button switch on instrument panel. 19-plate battery, capacity 135 ampere hours, located under hood in left fender shield. Headlights sealed-beam type with foot control. Dual air horns. Full-circle horn ring on steering wheel. Dual taillights. Stop light. Rear license plate light. Front parking lights. Directional signal lights integral with front parking lights and rear taillights; hand brake warning signal, automatic interior lighting.

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**WHEELS AND TIRES**—Demountable steel disc wheels with Safety Rim. 15x7.00 4 ply, Airwheel tires.



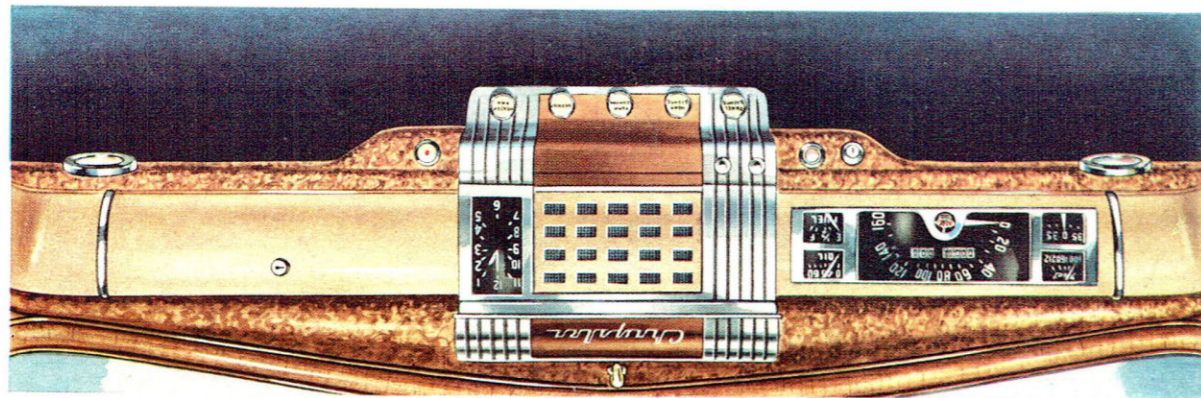
\*Standard equipment at extra cost.

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**CHRYSLER CORPORATION—EXPORT DIVISION** **Detroit 31, Michigan, U. S. A.**

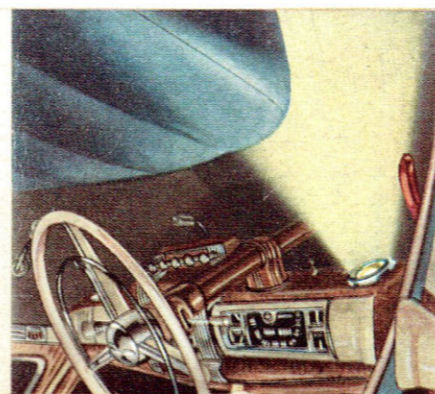
CODE YLURK

PRINTED IN U. S. A.



**NEW, EASY-TO-READ INSTRUMENT PANEL**

Chrysler engineers have designed a new, ultra-modern instrument panel to make driving easier and safer for you. Instruments and gauges, conveniently grouped around the speedometer, have white numerals set against a dark background for fast, accurate reading. All instruments and gauges are "edge lighted" for easier reading at night. In addition, a two-position switch provides dim or bright illumination for the instrument panel, as well as the ignition keyhole, and electric clock.

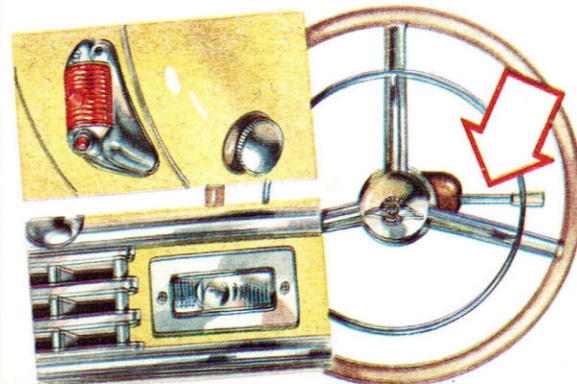


**NEW AUTOMATIC LIGHTING**

A new flasher signal reminds the driver to release the hand brake when the ignition is turned on. A courtesy light on the right side of the instrument panel is automatically illuminated when the front door is opened.

**MODERN FEATURES**

A directional signal indicator on the new Chrysler provides safer, easier driving. A convenient lever on the steering column controls parking and taillights, flashing them on and off to indicate a right or left turn to oncoming and following drivers. The lever automatically returns to "off" position upon completion of turn.

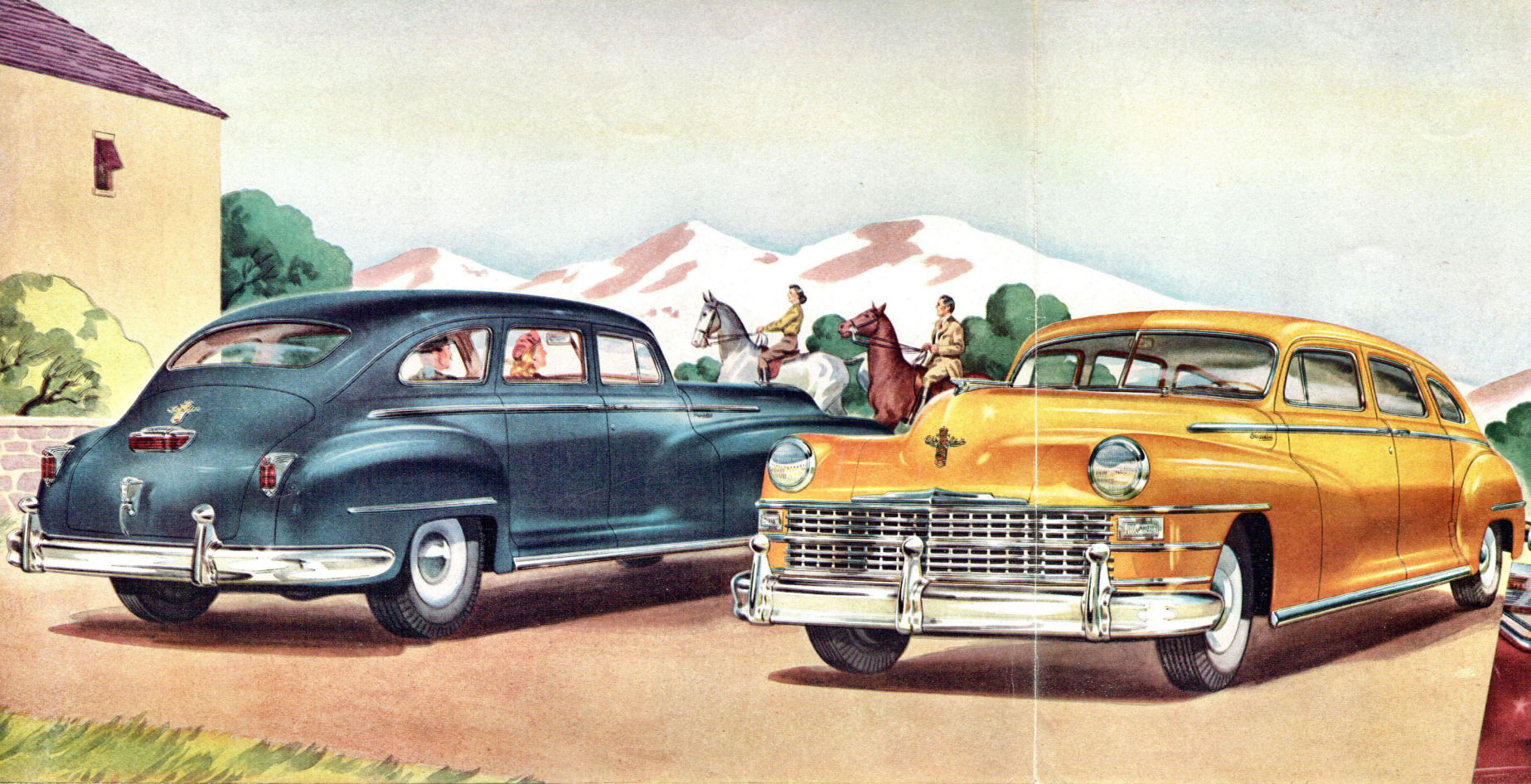


## Set the Fashion Pace ... with CHRYSLER!

Enjoy the proud thrill of driving the most distinctive new car of all—the beautiful new Chrysler. There is new richness, new smartness, new smoothness that gives this luxurious car a fashionable new beauty all its own.

You will admire the graceful sweep of its modern streamlining . . . the spacious comfort of its beautiful interior . . . the superb performance of its powerful engine. It is easier and safer to *drive*, too. New and improved mechanical advancements convert its flashing power into mile after mile of smooth, effortless riding.

Yes, whether you drive a great new Chrysler Windsor 6 or New Yorker 8, you will agree it is the finest, most beautiful Chrysler ever built.



CHRYSLER WINDSOR

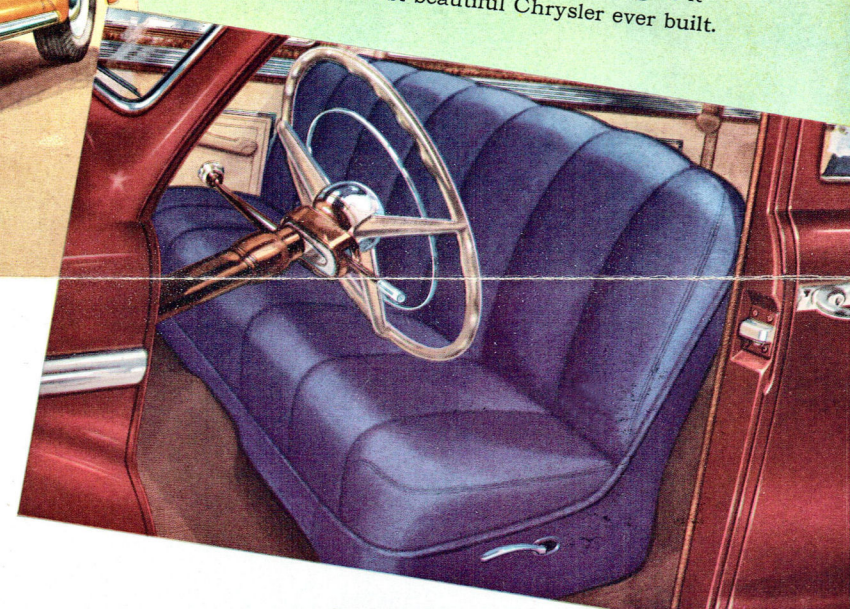
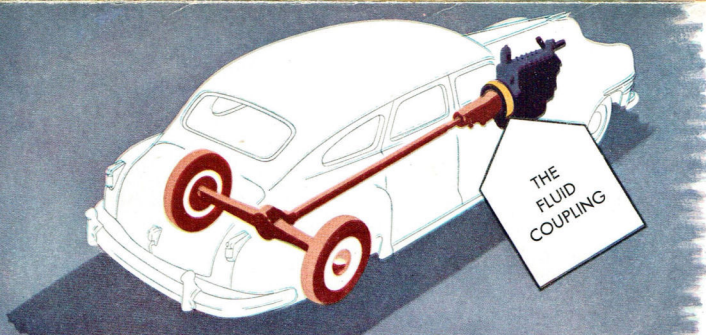
CHRYSLER NEW YORKER

### FLUID DRIVING IS SMOOTHER DRIVING

You will be impressed by the velvet smoothness and driving ease of the beautiful new Chrysler—improved gyról Fluid Drive and new hydraulic transmission enable you to drive mile after mile without touching the gearshift lever or clutch. You get better service than ever from the powerful Chrysler Spitfire engine. Power is transmitted through a completely fluid coupling, thereby preventing starting and stopping shocks from reaching the engine and causing excessive wear.

### LUXURIOUS INTERIORS OF SPARKLING BEAUTY

When you open the door of the beautiful new Chrysler you will marvel at its rich, new beauty. You will like the smartness of its colorful two-tone interior. Comfort-cushioned chair-height seats in spacious front and rear compartments will give you more riding relaxation than you have ever before enjoyed. And attractive, well-appointed conveniences make this great car safer and easier to drive. When you drive one you will agree—here is the finest Chrysler ever made.

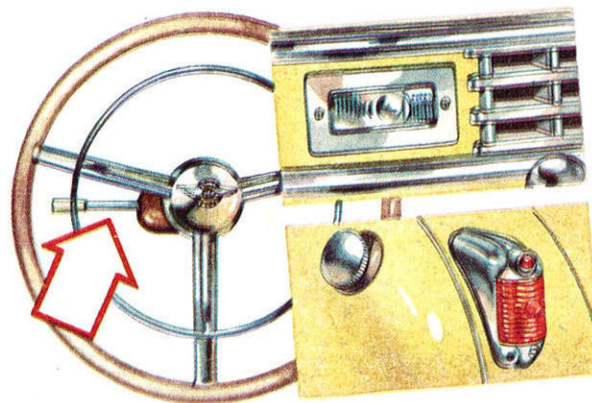




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### MODERN FEATURES

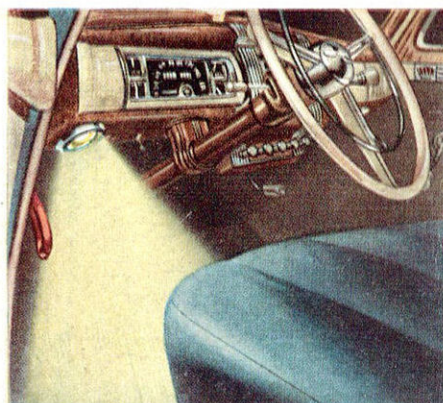
A directional signal indicator on the new Chryslers provides safer, easier driving.

A convenient lever on the steering column controls parking and taillights, flashing them on and off to indicate a right or left turn to oncoming and following drivers. The lever automatically returns to "off" position upon completion of turn.

### NEW AUTOMATIC LIGHTING

A new flasher signal reminds the driver to release the hand brake when the ignition is turned on.

A courtesy light on the right side of the instrument panel is automatically illuminated when the right front door is opened.



### NEW, EASY-TO-READ INSTRUMENT PANEL

Chrysler engineers have designed a new, ultra-modern instrument panel to make driving easier and safer for you. Instruments and gauges, conveniently grouped around the speedometer, have white numerals set against a dark background for fast, accurate reading.

All instruments and gauges are "edge lighted" for easier reading at night. In addition, a two-position switch provides dim or bright illumination for the instrument panel, as well as the ignition keyhole, and electric clock.

