

The brilliant

CHRYSLER *Royal*



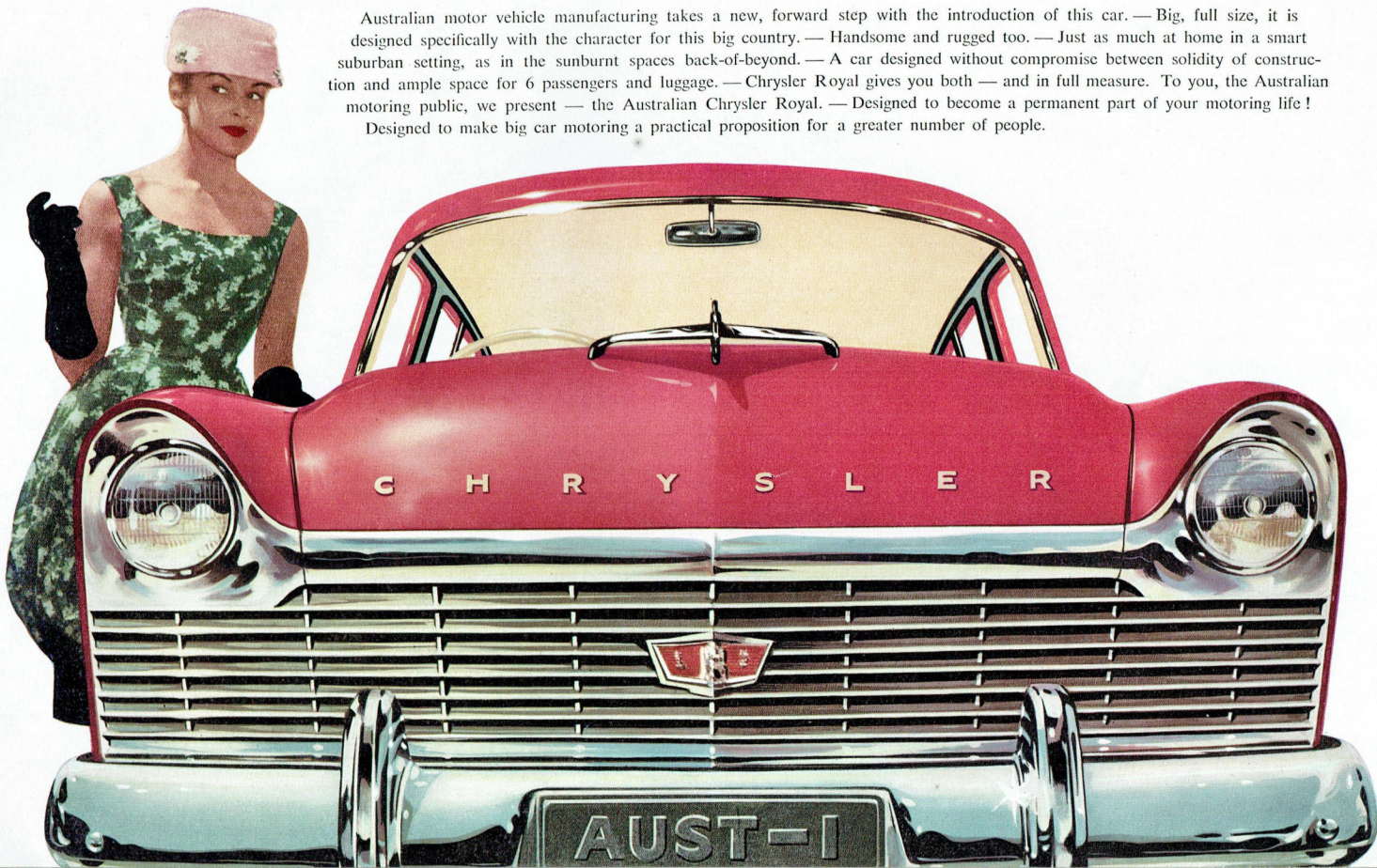
AUSTRALIA'S CAR OF DISTINCTION WITH **THE FORWARD LOOK**

THE *FORWARD* LOOK



sets a new styling trend in Australia's full-size car

Australian motor vehicle manufacturing takes a new, forward step with the introduction of this car. — Big, full size, it is designed specifically with the character for this big country. — Handsome and rugged too. — Just as much at home in a smart suburban setting, as in the sunburnt spaces back-of-beyond. — A car designed without compromise between solidity of construction and ample space for 6 passengers and luggage. — Chrysler Royal gives you both — and in full measure. To you, the Australian motoring public, we present — the Australian Chrysler Royal. — Designed to become a permanent part of your motoring life! Designed to make big car motoring a practical proposition for a greater number of people.



THE **FORWARD** LOOK



that sweeps you into a new era of fashion

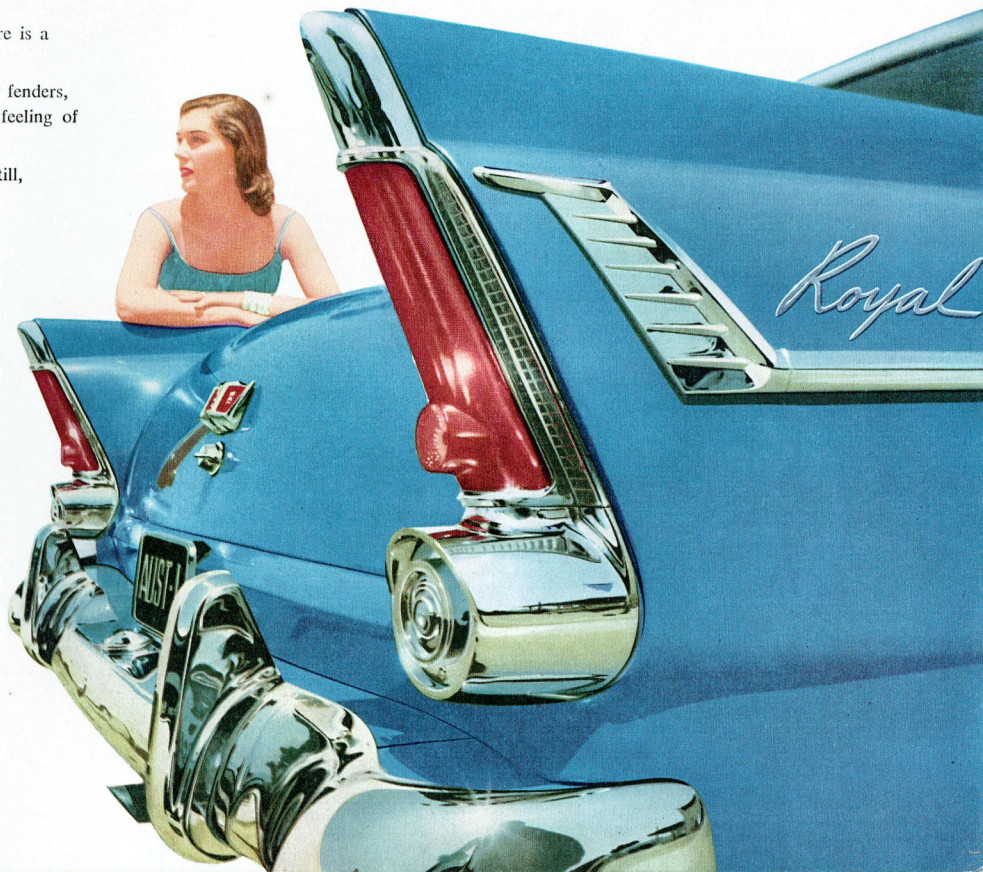
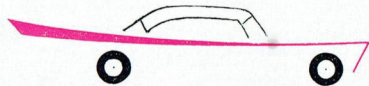
One bold styling sweep from front to rear tells you here is a car that looks and is—impatient to GO!

The long, forward thrusting silhouette with upswept rear fenders, slender and high like aircraft stabilisers, captures the feeling of smooth, swift, forward flight.

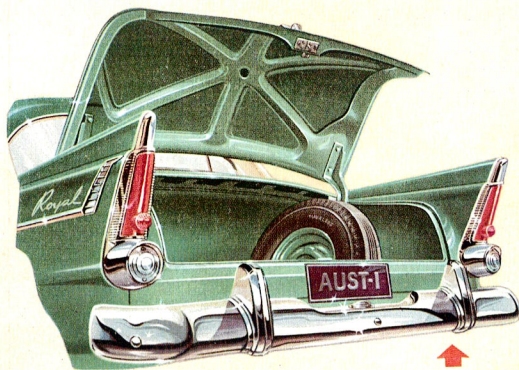
That look, of a car in motion, even when it is standing still, is carried through by the chrome mouldings—tapering towards the front with a line like a swiftly flying arrow.

From the rear, the lines of this car match its exhilarating performance,—the airfoil rear fenders stand up high. — Even the lines of the rear deck carry through the idea of beauty — on the move.

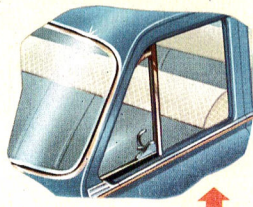
In styling and so many other ways too, Chrysler Australia has borrowed from the future to put you ahead today with Chrysler Royal.



THE **FORWARD** LOOK so far ahead with good things that add to your comfort, pride and pleasure

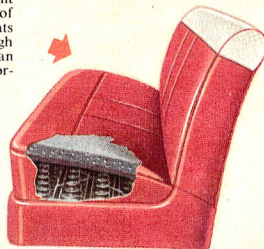


EXTRA LARGE LUGGAGE COMPARTMENT—Full, family-size, 35 cubic feet of unrestricted storage space. Spare tyre stands upright, out of the way. A rubber mat covers the whole floor area. Boot lid opens high—and is counterbalanced to stay open at whatever level you wish. Effective sealing protects luggage from dust and rain.

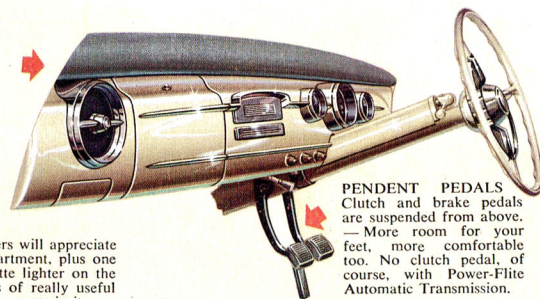


CONTROLLED VENTILATION—Front, ventilating windows can be set to whatever angle you wish—and, equally important, remain as you have set them, no matter how strong the wind. Ventilating windows, of course, have individual theft-proof locks.

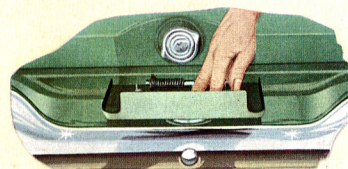
THE COMFORT OF YOUR FAVOURITE ARMCHAIR—Big, resilient springs in seats and seat backs cushion you in relaxing comfort. Front cushion also has a padding of thick foam rubber. All seats are at a natural, chair-high level—and the front seat can be adjusted backwards or forwards for the most comfortable driving position. Upholstery material is the superior Vinyl—exceptionally long wearing, and the colour is right through, not just on the surface. Will not scratch easily, stain permanently, and is easily cleaned.



FLITE-STYLED CONTROL PANEL—Beautifully designed and with your safety in mind. All instruments are scientifically grouped within instant sight—the way a pilot can see his controls.—All controls are at your fingertips. Top of the panel is finished in a softly coloured plastic material to eliminate glare.—Instrument dials are hooded to keep the light from your eyes in night driving. Flashing, warning lights tell you if engine oil pressure is falling and if your battery is not charging. Smokers will appreciate the two ashtrays in the front compartment, plus one in the rear.—There is also a cigarette lighter on the instrument panel. The glove box is of really useful size—just amazing what you can stow away in it.

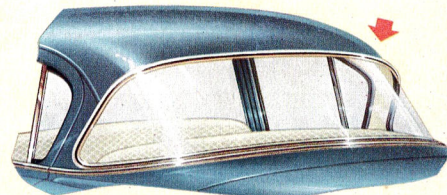


PENDENT PEDALS Clutch and brake pedals are suspended from above.—More room for your feet, more comfortable too. No clutch pedal, of course, with Power-Flite Automatic Transmission.



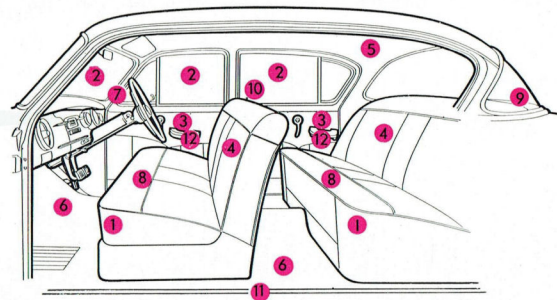
CENTRAL, CONCEALED PETROL FILLER CAP—Fold down rear number plate, and behind is the petrol filler cap.—Central location means you can really fill to up to the brim—and from either side of the car.

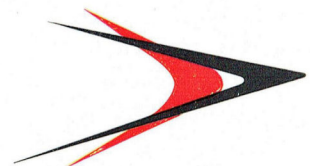
SAFETY-VIEW REAR WINDOW—Full vision, wrap around rear window is deftly styled into the sleek body lines. Through the rear view mirror you have a panoramic view of the road behind, and of both rear fenders.



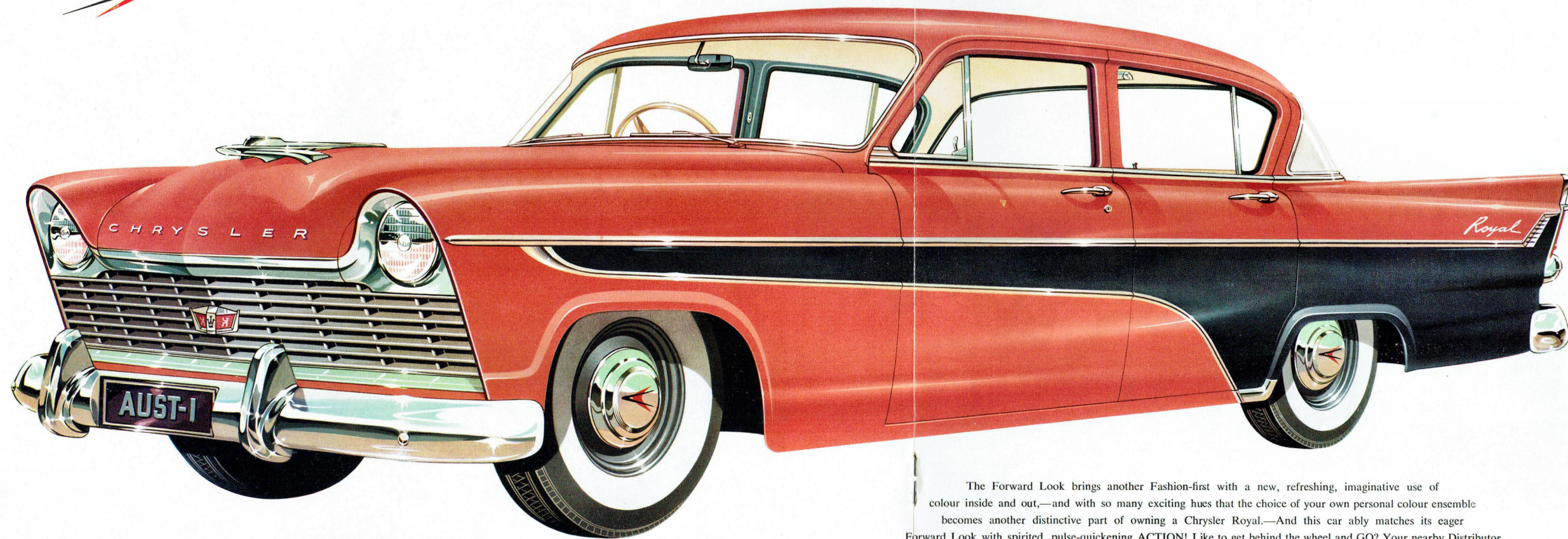
FURNISH YOUR CHRYSLER ROYAL TO YOUR INDIVIDUAL TASTE—So that owners can furnish their new cars according to their business needs or personal tastes, a number of items of special equipment are available at moderate extra cost. For example, a car always on the move in business naturally needs the standard serviceable rubber floor covering. For a pleasure car, lush, deep-pile carpet is available. Other items of special equipment include front and rear seat centre armrests, robe rail, flashing turning lights. "Anti-Sun" tinted safety glass to reduce glare and heat, white sidewall tyres, Sportone, 2-tone body colours. All these, plus a fine range of MoPar Forward Look accessories.

1. Natural, comfortable chair-high seats.
2. A new horizon in clear vision all round for driver and all passengers. In all, a total of 3,263 sq. in.
3. Wide opening doors for easy, comfortable entry and exit.
4. Durable, easy-to-keep-clean Vinyl plastic upholstery.
5. Trim for head lining, top of seat bolsters, upper part of door panels has a delicately embossed pattern. A Forward Look styling note.
6. Room in front and rear for big people to stretch out their legs.
7. Slender windscreen pillars reduce driving blind-spot to minimum.
8. Seats that are wide—no need for crowding when six people are in this car.
9. Deep, full width parcels shelf behind rear seat.
10. Safety button rear door locks.
11. Body effectively sealed against dust and rain. Well undersealed and insulated, too, for restful, quiet travel.
12. Rubber-padded armrests on all doors.





BEAUTY that speaks for itself . . . COLOURS, fresh, exciting, for every taste



The Forward Look brings another Fashion-first with a new, refreshing, imaginative use of colour inside and out,—and with so many exciting hues that the choice of your own personal colour ensemble becomes another distinctive part of owning a Chrysler Royal.—And this car ably matches its eager Forward Look with spirited, pulse-quickenning ACTION! Like to get behind the wheel and GO? Your nearby Distributor or Dealer extends the invitation—now!



THE FUTURE...

**PUSH
BUTTON
DRIVING**

**POWER
STEERING**

**POWER
BRAKES**

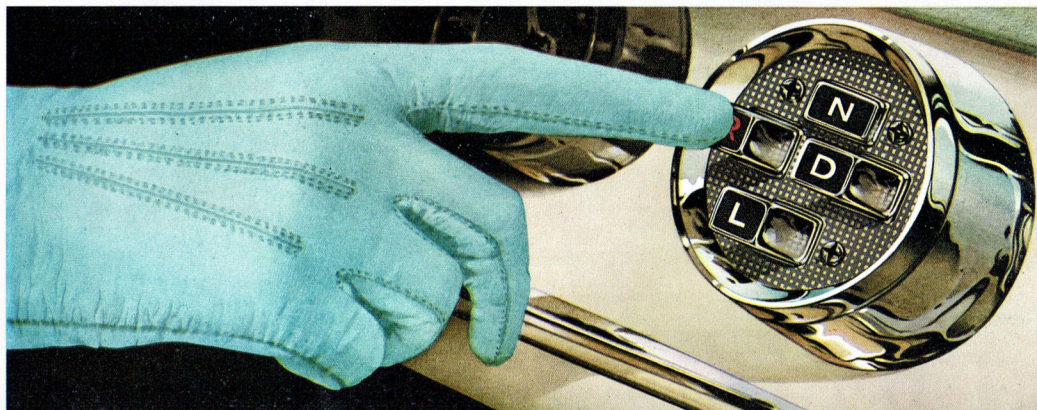
*...is at your fingertips
with these automatic features*

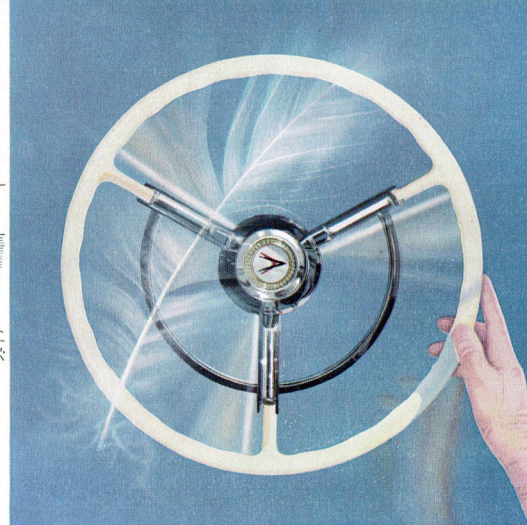
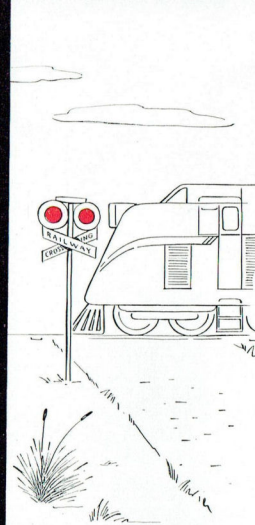
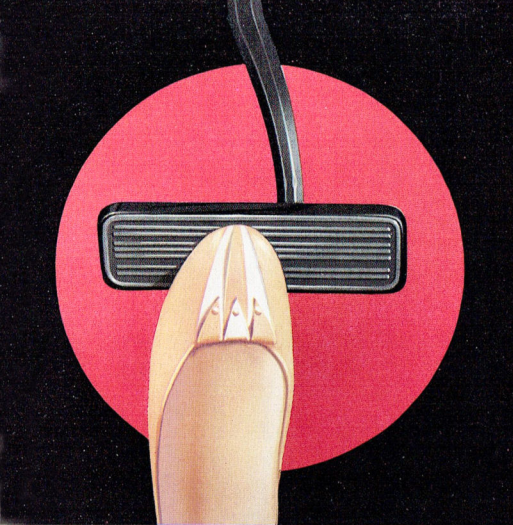
... Four Chrysler engineering "Firsts" are available as special equipment to sweep you today into the thrilling era of the future: **AUTOMATIC DRIVING.** These options give owners an opportunity of selecting the type of transmission, brakes and steering to fit their individual preferences in driving control and road performance. At moderate extra cost, any of these features are not only a good investment in added driving pleasure, but also add substantially to the value of your Chrysler Royal.

**AUTOMATIC
OVERDRIVE**

*The magic of pushbutton
driving is here...*

PowerFlite, the most thoroughly proven, the most automatic, the simplest, safest of all self-shifting, no-clutch transmissions — now with push-button control. Driving is as easy as flicking a light switch. To start, press button N (neutral), turn the ignition key to "Start", press button D (drive), cruise all day and all you have to think of is the accelerator pedal and footbrake. Gears change automatically, silently, according to the driving needs — an extra burst of acceleration, a steep hill, a stop at a traffic light, in and out of heavy traffic. There is also a push-button for reverse, and another (L) for engine braking down long, steep grades. Push-buttons are illuminated for night driving convenience.





"Safety-sure" Power Brakes

For easy, sure, straight-line stops, you would think it hardly possible to better Chrysler Royal's Safeguard Hydraulic brakes.—And only Chrysler could better them—and has done so with POWER brakes. Hydraulic power takes over 60 per cent. of the effort, yet keeps the familiar sensation of braking that you like to feel at the tip of your toe. Makes "stop and go" driving so effortless—provides smooth, instant response. Simple, safe design too—the only maintenance required is a very occasional washing out of the oil filter.

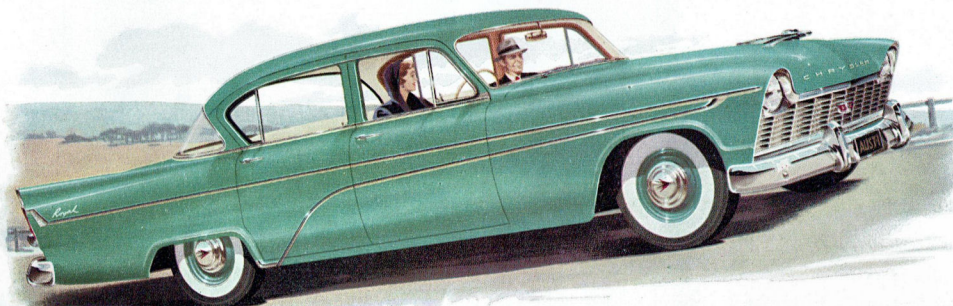
Full-time Power Steering

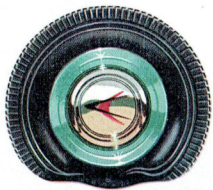
Greatest advance in driving safety since the introduction of four wheel brakes. Cruise along the straight highways, over rough tracks, around sharp bends, park in tight places—all with effortless fingertip touch. Hydraulic power is doing the work, all you do is guide the car. Power Steering holds you steady on the road, too, sharp bumps and high crosswinds can't veer you off course.

Automatic Overdrive

If you like to drive—for the sheer thrill of driving—you'll like the Chrysler Automatic Overdrive.—A flexibility of performance that is thrilling—amazing. A magnificent surge of sustained power for uphill pulls in Overdrive "second" (gear ratio is somewhere between conventional "second" and "top").—Accelerate like a "jet" in conventional top.

High-speed cruising on the straight-aways saving 30 per cent. engine revolutions, and getting increased m.p.g. Control is simple, safe, there's practically nothing new for a driver to learn—and at speeds between 10-20 m.p.h., downshifts or upshifts between Overdrive "second" and "top," can be made without using the clutch.





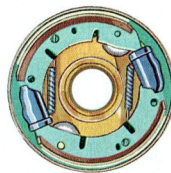
Safety-Rim Wheels: Tubeless Tyres—

Safety-rim wheels assure a safe, controlled stop in case of sudden, major damage to tyres. — Tyre can't "wrap around" the rim. Chrysler Royal has added safety of tubeless tyres — at no extra cost.



Glass-Hard Lacquer Finish . . . Rust Proofed—

Hard, durable, long-lasting lustre to keep that "show-room-shine" far longer. Body work is bonderised and coated with primer and surfacer, to guard against rust if your paintwork gets scratched.



Safeguard Hydraulic Brakes—

Have two braking cylinders, two anchors and two leading shoes in each front wheel brake to take advantage of the forward weight shift when the car is being stopped. Gives smoother, better braking.



Protective Service
is Nation-wide

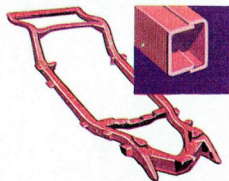
Chrysler Royal Distributors and Dealers throughout Australia are fully trained in the specialised, factory-approved service techniques — including the servicing of the automatic features. — MoPar Parts, made to Chrysler Australia specifications are also readily available. — Look for the Chrysler service sign — it's your best safeguard of a fine investment.

SCORES OF



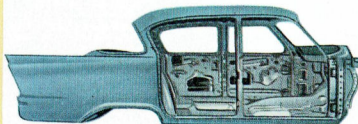
FORWARD LOOK

FEATURES



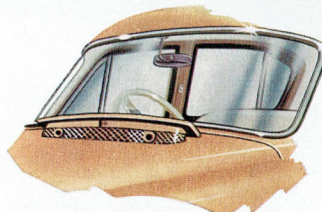
A Chassis of Great Strength—

Frame side rails formed by two massive channel members, overlapped and arc-welded. Siderails extend full length and are joined by 4 sturdy cross-members. Thick rubber mountings completely insulate car body from the frame.



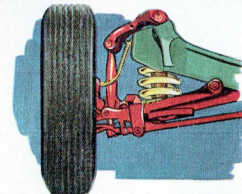
The Protection of a Solid Steel Body—

A framework of solid steel to keep the body rigid, free from panel warping and rattles — means extra safety too. Effective seals at every body joint guard against dust and water leaks. The Chrysler Royal body is well undersealed and insulated too!



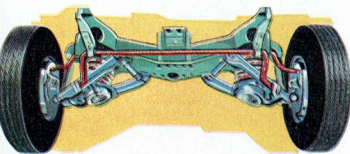
Screened, Cowl Ventilator—

Screened air intake in cowl, set well above road dust. Cowl cover is adjusted by lever located below the instrument panel. This feature will be particularly appreciated by country people.



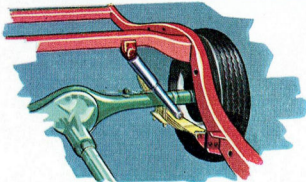
Independent Front Suspension—

Front wheels are suspended independently on big, soft cushioning coil springs and literally "step over" bumps. Shock absorbers are mounted within the coil springs for better co-ordination with the action of the coil springs.



Control Against Sidesway—

Non-parallel front suspension control arms help resist any tendency of the car body to sway on turns. Added assistance is given by the restraining action of the front sway eliminator bar. A wide, front wheel track also helps stability on the road.



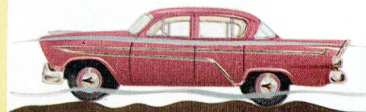
Rear End Stability—

Rear end stability is another feature of the Chrysler Royal ride. Contributing factors are the wide, semi-elliptic springs, mounted in a non-parallel position, coupled with fast acting shock absorbers set in "seal-leg" position. This car holds the road perfectly.



Safeguard Rotary Door Locks—

Cannot jiggle loose or open, doors are held closed firmly, noiselessly. Pull out door handles allow doors to be opened in one, easy action. Safety buttons locks for rear doors. Both front doors can be locked — from the outside.

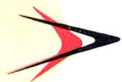


Synchronised Springing—

Rear springs are designed to react faster to synchronise with front spring action. Correct distribution of body weight on the long wheel-base chassis also provides a valuable contribution to the smooth riding of Chrysler Royal.

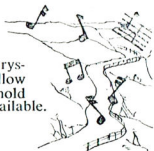


ADD YOUR
PERSONAL
MARK OF
SUCCESS
with these fine
accessories



MOPAR RADIOS

Acoustically engineered for Chrysler Royal. Have the clear, mellow reception of the finest household sets. Extension rear speaker available.



MOPAR WINDSCREEN WASHER

A touch of a button on the instrument panel, and two jets of water spray the windscreen.



MOPAR HEATER

Cozy winter warmth for both front and rear seat passengers, and the atmosphere will not become "stuffy".



MOPAR SUNSHADES

Front sunshade to make summer driving "easy on the eyes." Rear window venetian shade to keep rear seat passengers cool.



CHROME WHEEL DISCS—for an added touch of brightness.
EXHAUST DEFLECTORS—to stop exhaust fumes blackening body work.
PETROL LOCKING CAP — a safeguard against "milking."
GLOVE BOX LIGHT AND LOCK—for convenience and protection.
LUGGAGE TRUNK LIGHT—helps to make loading easy at night.
ENGINE COMPARTMENT LIGHT — of great value in an emergency.
EXTERNAL REAR VIEW MIRROR—for added rear view vision.
MOPAR POLISH AND SUPERGLAZE—to keep that "showroom" shine.
MOPAR RUST RESISTOR—saves radiator repairs.

PUT YOU AHEAD IN EVERY WAY WHEN

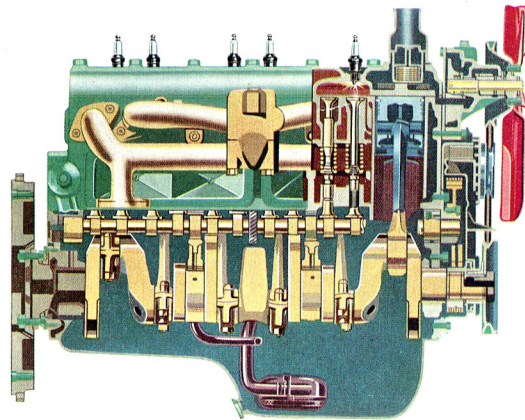
YOU OWN A **CHRYSLER** *Royal*

The Chrysler PowerFlow Six . . .

Brilliant, Dependable power for a Brilliant car.

CLEAN OIL PROTECTS VITAL ENGINE PARTS.—Floating oil intake with protecting screen stops foam or sediment entering oil lines. Special sealed type oil filter provides double protection, removes even microscopic particles of dust.
LIGHTWEIGHT PISTONS WITH CHROME TOP RING.—Pistons are aluminium alloy, coated with tin to prevent scuffing cylinder walls. Two oil control rings add to oil economy. Two compression rings give best compression seal. Chrome-plated top ring adds to cylinder life.
LONG LASTING VALVES.—Exhaust valve seats are super-hard inserts of special alloy steel. They stand up to heat and corrosion, retard valve wear, and help maintain peak engine performance.

FLOATING POWER engine mountings are live rubber cushions, which contribute to quiet operation.
CARBURETTOR WITH FOUR METERING SYSTEMS to match every driving need.
OIL BATH AIR CLEANER with efficiency nearly double that of other types.
AUTOMATIC CHOKE always provides the right mixture for quick engine warm-up, no matter what the weather.
SINTERED BRONZE FUEL FILTER keeps dirt or water in tank from entering fuel line. Never needs servicing or replacing.
BIG CAPACITY COOLING SYSTEM maintains best engine temperature for most efficient operation.



CHRYSLER *Royal* SPECIFICATIONS

DIMENSIONS:

Wheelbase, 115". Overall length, 200 $\frac{1}{4}$ ". Height, 64". Max. width across bumpers, 73 $\frac{1}{2}$ ". Total glass area (windshield, rear window, doors), 3,263 sq. ins. Luggage compartment capacity, 35 cub. ft. Tare weights—Car with standard transmission, 1 ton, 10 cwt., 3 qrs., 17 lbs.—With Automatic Overdrive or PowerFlite, 1 ton, 12 cwt., 1 qr.

BRILLIANT POWER:

Chrysler Royal, equipped with conventional transmission.—6 cylinders in line; L-head; bore, 3 $\frac{1}{8}$ "; stroke, 4 $\frac{1}{2}$ "; displacement, 230.2 cub. ins.; taxable horsepower, 25.3; max. b.h.p., 115 @ 3,600 r.p.m.; max. torque, 201 lb. ft. @ 1,600 r.p.m.; compression ratio, 7.9 to 1; cast-iron cylinder head; 4 main bearings; 9 counterweights; 2 compression, 2 oil piston rings.

Chrysler Royal with Automatic Overdrive or PowerFlite.—6 cylinders in line; L-head; bore, 3 $\frac{1}{8}$ "; stroke, 4 $\frac{1}{2}$ "; displacement, 250.6 cub. ins.; taxable horsepower, 28.3; max. b.h.p., 117 @ 3,600 r.p.m.; max. torque, 205 lbs. ft. @ 1,400 r.p.m.; compression ratio, 7.25 to 1; cast-iron cylinder head; 4 main bearings; 9 counterweights; 2 compression, 2 oil piston rings.

SAFE BRAKING:

Safeguard hydraulic, self-equalising, internal expanding brakes utilising an individual cylinder for each shoe in the front wheel brakes. Drum diameter 10". Lining contact area, 150 $\frac{1}{2}$ sq. ins. Hand-brake operated by the tee 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):

A vacuum servo system of the vacuum suspended type, multiplies the pressure applied by the driver to the foot brake pedal. To illustrate the effect of Power Brakes, from a speed of 45 m.p.h., a 30 lb. pedal pressure will bring the car to rest in approximately 100 ft. With normal brakes, and at the same speed, a 30 lb. pedal pressure stops the car in 240 ft. Alternatively, Power Brakes will stop the car from 45 mph. in 240 ft. with only 12 lbs. pedal pressure. An important feature of Chrysler Power Brakes is that should ever the vacuum unit fail, normal braking operation is immediately resumed.

STEERING:

Direct double tie-rod. Gear type, worm and three tooth roller, ratio 18.2 to 1. **FULL-TIME POWER STEERING** (Special Equipment), in which 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 $\frac{1}{2}$ ", outside width at max. depth 4 $\frac{1}{2}$ ", thickness 3/32".

CLUTCH:

Dry single plate. Force ventilated with cushion centre. Ball thrust release bearing with lubricants sealed in. Clutch with standard transmission, 9 $\frac{1}{2}$ " dia., total frictional area, 77.8 sq. ins. With Overdrive 9 $\frac{1}{2}$ " dia., total frictional area 81.6 sq. ins. With PowerFlite of course, there is not a manually operated clutch.

REAR AXLE:

Semi floating hypoid type. Amola 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, 4.1 to 1. PowerFlite model, 3.54 to 1.

CONVENTIONAL TRANSMISSION:

Three-speed, all helical gears, synchromesh second and third. Remote control gearshift. Ratios: 3rd., 1.0 to 1; 2nd., 1.83 to 1; 1st., 2.57 to 1; Reverse,

3.49 to 1. Final drive ratio, 3rd., 3.9 to 1; 2nd., 7.14 to 1; 1st., 10.02 to 1; Reverse, 13.61 to 1.

AUTOMATIC OVERDRIVE (Special Equipment):

Automatic overdrive unit fitted in place of transmission extension. Operation electrical with manual lock out. Up and down shift controlled by accelerator. Minimum cut-in speed 25 m.p.h. Gear ratio overdrive, 0.7 to 1. Final drive ratios: without overdrive: 3rd., 4.1 to 1; 2nd., 7.5 to 1; 1st., 10.54 to 1. Reverse, 14.31 to 1. With overdrive: 3rd., 2.87 to 1; 2nd., 5.25 to 1; 1st., 7.38 to 1.

PUSH BUTTON POWERFLITE AUTOMATIC (no clutch) TRANSMISSION (Special Equipment):

Type, torque converter coupled to 2-speed epicyclic transmission. Torque converter. Number of elements, 3. Stall torque ratio, 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—7 $\frac{1}{2}$ Imperial quarts.

TYRES:

Number supplied, 5 Tubeless. Standard Equipment, 6.70 x 15/4 ply. Optional Equipment, at extra cost, 6.70 x 15/6 ply. Spare wheel and tyre mounted in inclined vertical position on righthand side of luggage compartment. White sidewall tyres and tubes also available as optional equipment at extra cost.

WHEELS:

Type—Steel disc demountable. Rim Type—Drop centre Safety-rim. Size—15 x 4.50K standard.

CAPACITIES:

Cooling System. Standard transmission model, 11 quarts. Overdrive and PowerFlite models, 12 quarts. Crankcase, 8 pints (excluding oil filter). Differential 2 $\frac{1}{2}$ pints. Fuel tank, 12.5 Imperial gallons. Transmission, 3-speed, 2 1/3 pints. Overdrive unit, 2/3rd Imperial pint. PowerFlite unit 7 $\frac{1}{2}$ Imperial quarts (approx.)

EQUIPMENT:

Two ash trays on instrument panel, one in rear compartment. Cigar lighter. Dome light. Dual air tone horns. Reversing light incorporated in tail lights. Wrap around bumpers. Comprehensive tool kit and tyre pump. Dual sun visors.

CHRYSLER AUSTRALIA LIMITED — ADELAIDE — SOUTH AUSTRALIA

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.

