
Chrysler
AIRFLOW


"SUCH ROOMINESS"
"BOY-I'D LIKE TO GET IT ON THE ROAD"
"PERFECT"
"SMART TOUCHES OF CHROMIUM"
"IT'S LIKE AN AIRPLANE ON WHEELS"
"THEY SAY IT'S AS FAST AS IT LOOKS"
"MAGNIFICENT INTERIORS"
"YOU'D LIKE IT TOO"
"SEE THAT NEW CHRYSLER"
"MY DEAR··IT'S BEAUTIFUL"


"NO MORE DRAFTS"
"THRILLING"
"YOU JUST FLOAT ALONG"
MAN! WHAT A CAR!!
"THE HOOD LIFTS FROM THE FRONT"
"THEY CALL IT THE 'FLOATING RIDE'"
"CHRYSLER HAS DONE IT AGAIN"
"OH-I LIKE IT"
"WORDS WONT DESCRIBE IT'S"
"IT'S TEN YEARS AHEAD"

Walter P. Chrysler has the rare ability to look into the future and anticipate public demand by creating what he sees there

AIRFLOW* Chrysler CLIMAXES *ten years of great achievement*

Ten years ago Walter P. Chrysler produced the first car to bear his name. That car definitely marked the beginning of a new trend in personal transportation, completely revolutionizing automobile design, abolishing for all time cumbersome, sluggish, unwieldy vehicles.

That was ten years ago. For ten years, throughout a period of the greatest development the industry has ever seen, Chrysler has gone on to ever greater success, leaving behind a pattern of progress that is unequalled—almost unbelievable.

During this decade, the name of Chrysler has gained a prestige greater than many names associated with automobile building for a quarter of a century or more.

For ten years, Chrysler has led in automobile advancement—pioneering with countless innovations and improvements in the cars that bear his name.

Year after year, Chrysler has consistently set the pace—with better performance—greater speed—finer design—added safety—new comfort.

Chrysler pioneered in Safety with hydraulic brakes, all steel bodies and low center of gravity.

Chrysler pioneered in Comfort with small diameter wheels, "U"-type spring shackles, Oilite squeakless springs and easy steering.

Walter P. Chrysler with the First Car to Bear His Name—a car that ten years ago changed the whole trend in motor car design

Chrysler pioneered in Economy with the oil filter, air cleaner, T-slot aluminum pistons, and alloy steel valve seat inserts.

Chrysler pioneered in Smoothness with famous Floating Power engine mountings that removed all motor tremors, with all silent transmissions, and automatic clutch.

Never timid in his pioneering, Chrysler has consistently gone the whole way in placing proved innovations in the cars that bear his name.

Now, on the tenth anniversary of his initial success, Walter P. Chrysler presents to the world the Airflow Chrysler—*the first real motor car since the invention of the automobile*—a car that is today as startling and revolutionary in appearance and performance as was the first Chrysler ten years ago.

A New Era OF TRANSPORTATION

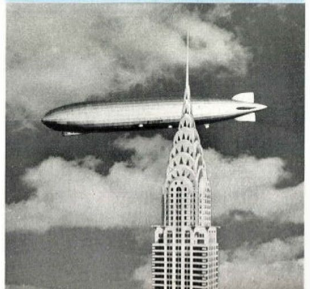
Streamlined ocean greyhound—Italian Liner "Rex" launched late 1933

A new era of transportation has arrived—an era whose influence is revolutionizing transportation in every field, changing all precedent and obsoleting all the hide-bound traditions inherited from a horse-and-buggy age. It is an era that is fashioning all modes of transportation to a better performance of their functions.

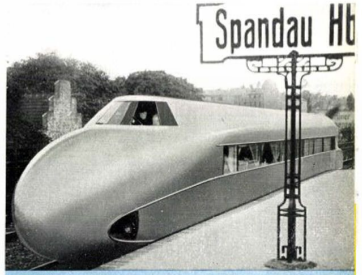
Influenced by the necessity for greater speed and drastic reductions in fuel costs and spurred on by a desire to create a new kind of riding comfort and safety, the leading designers in the transportation field have turned to the study of aero-dynamics for a solution to their problems.

Modern streamline bus in daily service on Pacific Coast

Ultra-modern transportation and architecture —Graf Zeppelin over the Chrysler Building

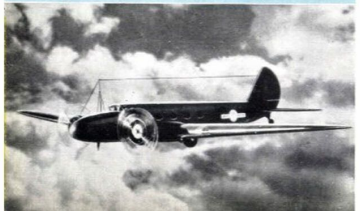


Exhaustive research demonstrated the tremendous inefficiency and extravagant waste of power of conventionally shaped vehicles in battling wind resistance. Just put your hand out of a car window going at 30 m.p.h.—then do the same at 60. Notice the tremendous difference in air pressure on your hand. From this simple test some idea is gained of the resistance encountered in propelling the conventional car over the highways. At 50 m.p.h. the conventional car of the old horse-and-buggy design will waste approximately half its fuel in overcoming wind resistance.

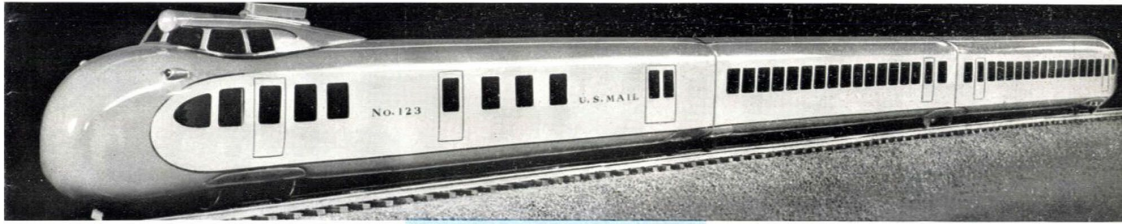


Pioneer among tomorrow's trains—German Zeppelin train, running since 1931

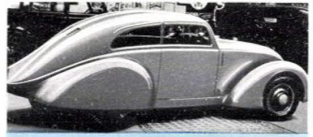
Modern Air Transport—perfect streamlining essential to capacity and speed



In proportion to the cubic volume of the vehicle, authentic streamlining actually saves approximately thirty per cent in fuel consumption—gives greater speed and power under identical driving conditions. To achieve these desirable results, Chrysler engineers have perfected a new type of car which tunnels through the air as unhindered by pressure, eddies, vortexes and side currents as a rifle bullet.



New era in railroad transportation —streamlined passenger train



Automobile streamlining on the continent—featured at recent Berlin Auto Show

Fred M. Zeder, Vice-President, Chrysler Corporation, in charge of engineering, observing test on Airflow Chrysler model in wind tunnel

Development of AIRFLOW DESIGN

Behind Airflow Design there is the romance of six years continuous research and experimental work—of two years of the most grueling and exacting road testing ever given a motor car—a story of a corps of engineers working unceasingly, under the personal direction of Fred M. Zeder, Vice-President in Charge of Engineering of the Chrysler Corporation, to produce a scientifically streamlined car. The goal they sought—and achieved—was the creation of a new form of transportation—a car that would actually seem to float over the highways.

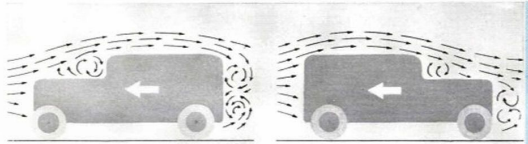
Locked away in isolated laboratories, engineers made scores of wind tunnel tests, beginning with simple wooden blocks of every conceivable size and shape, and working up gradually to scaled miniature models of actual cars, in an effort to determine the effects of head-on wind pressure and rear-end wind drag.

Early research proved that on rectangular wooden blocks, similar in shape to a conventional car, the head-on wind resistance was so great a buffer that it retarded in astounding measure the forward movement. At the same time wind disturbances around the sides and the almost perfect suction of vortexes at the rear created a powerful back drag.

Next, the model was turned around so that it represented a conventional car running backward. This developed a startling fact—not only was the head-on wind resistance reduced in a marked degree but the disturbances around the sides and the vacuum at the rear were greatly lessened.

These tests proved beyond the shadow of a doubt that from the point of function, every conventional car on the highways was running backwards and would increase its speed and have greater economy if the body were reversed.

By process of elimination and by comparison of the results obtained on the various models in the wind tunnel tests, the ideal shape for the Airflow Chrysler evolved itself.



Graphic illustrations of wind action and resistance on conventional cars with body in normal and reversed positions

It must have a smooth, rounded front increasing in curves around the sides, flowing off in a gradual taper toward the rear.

With this very definite knowledge of what constituted the ideal streamline car, Chrysler research engineers undertook to solve the problem of combining perfect functional design with ideal riding comfort and safety.

Out of months of study and thousands of experiments there developed a complete redistribution of weight to give to the completed car, uniform dynamic balance, on all kinds of roads.

Airflow STYLING •

The sweeping curves of the rounded front end give the car an easy entrance into the air with a minimum of air disturbance

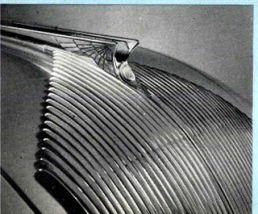
In hot weather these independently operated louvres may be opened as needed to increase the ventilation of the motor

Airflow styling! Chrysler has now adapted it to motor cars . . . but nature originated the design. It is fundamental. Every fish, animal and bird whose natural environment demands speed is tapered from head to tail.

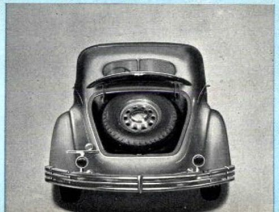
So in the new Airflow Chrysler is found a gracefully rounded front end that gives the car an easy entrance through the air. The sweeping lines of the fenders, the flowing body curves lead the air currents smoothly over and around the largest part of the car. Then the sloping, tapering rear end allows these air currents to form again behind the car with scarcely any disturbance. So perfectly does the new Chrysler slip through the air that wind roar, present in conventional cars at high speed, is eliminated.

All of the outside appendages which retard and disturb air passing around the conventional car—have been put under cover. The valleys between the front fenders have been eliminated—headlights, horns and all other air-disturbing protuberances have been completely covered.

Smooth, silent speed is symbolized by the distinctive Airflow Chrysler wings. They seem to cleave the air like an arrow



On the Coupe the spare tire is carried in a special compartment at the rear, protected from the weather



Not only are these door handles in harmony with the Airflow lines of the car but their length gives plenty of room to grasp

From the rounded front the air is led over the body to this scientifically moulded rear to reunite without disturbance

Distinctive Interior Appointments

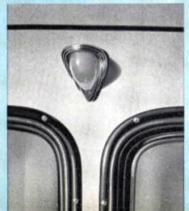
If you get a thrill out of the unusual—or daringly different—you will marvel at the extent to which Chrysler engineers have gone in producing a motor car that is as unconventional inside as it is out.

From the first glimpse you will form new concepts of refinement—of comfort, of convenience, of motor car luxury. You will be impressed with the interior roominess.

Comfortable arm rests upholstered to match seat trim are combined with built-in ash receptacles. Beautifully designed remote door controls and window hardware contribute their part in producing supreme luxury as do the dome lights located between the front and rear doors in the coved ceiling.

A newly designed instrument panel—indirectly lighted with easily visible airplane-type dials and convenient controls, adds to driving ease and pleasure. A marbled rubber floor covering in the front compartment and a soft, deeply piled carpet in the rear give an impression of superior quality and good taste.

Artistic dome lights are located between the doors in the coved ceiling



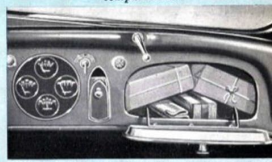
Ash receivers on the rear seat arm rests are conveniently located

The grouping of the instruments on the new instrument panel is in accordance with the vogue used in airplane styling. All are perfectly aligned to the vision of the driver and controls are within easy reach

Besides the genuine comfort which they afford, there is an atmosphere of the artistic about these leather and chromium arm rests. They add a pleasing touch of refinement to an already beautiful interior

Note the new angle of the steering wheel. In this new position all movement is done by the forearms instead of the shoulders

Space is provided at either end of the instrument grouping for roomy glove and package compartments

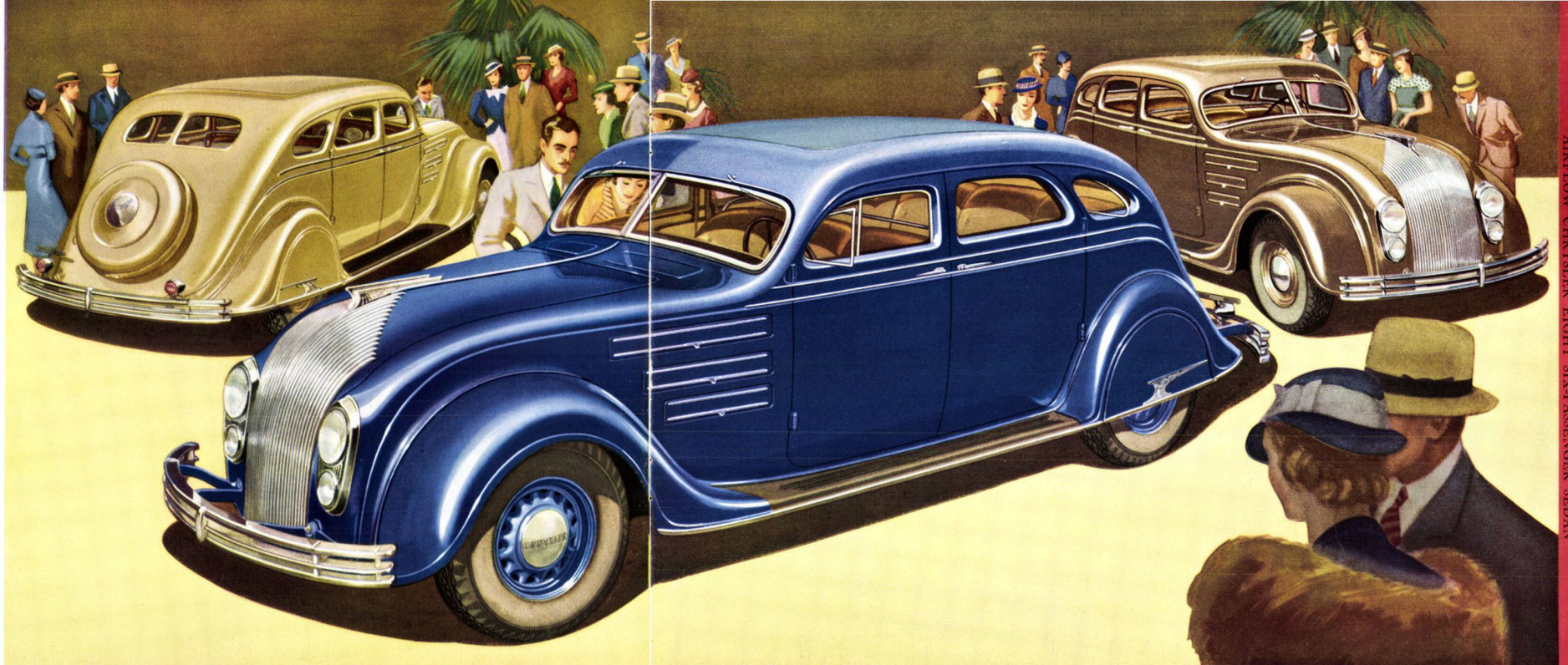


The front seat is adjustable and only a slight body pressure is required to operate it forward or backward

AIRFLOW Chrysler EIGHT

SIX PASSENGER

Four Door Sedan



AIRFLOW CHRYSLER EIGHT SIX-PASSENGER SEDAN

Floating Ride THE MODERN MAGIC CARPET

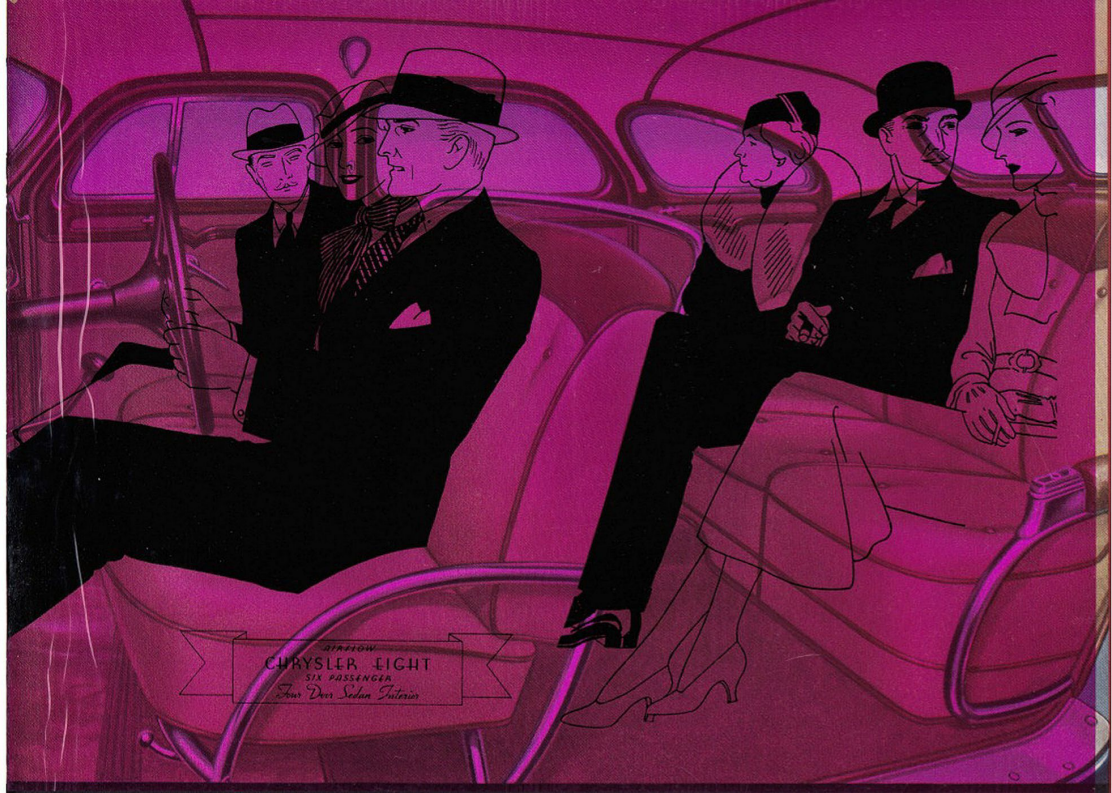
With the advent of the Airflow Chrysler comes a new and ideal ride —the Floating Ride, which makes the Airflow Chrysler truly a new form of transportation.

In this new Airflow Chrysler all roads assume the smoothness of glass. You actually travel over dirt roads, gravel, macadam, concrete or asphalt at speeds up to 80 and 90 miles an hour, yet so smooth and restful is the character of the ride that you are completely relaxed . . . untired even by hundreds of miles of continuous travel.

For the first time it is possible to write a letter, read a magazine or study a road map without having the type dance before your eyes. Or you can lay your head back on the seat and take a nap in complete comfort.

This phenomenal Floating Ride is the result of the relocation of weight masses—longer, easier-acting springs, and the rigid, bridge-type, girder-trussed frame construction.

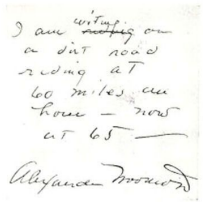
The Airflow contour, aside from giving the new Chrysler a projectile-like passage through the air, makes possible for the



Floating Ride THE MODERN MAGIC CARPET

With the advent of the Airflow Chrysler comes a new and ideal ride —the Floating Ride, which makes the Airflow Chrysler truly a new form of transportation.

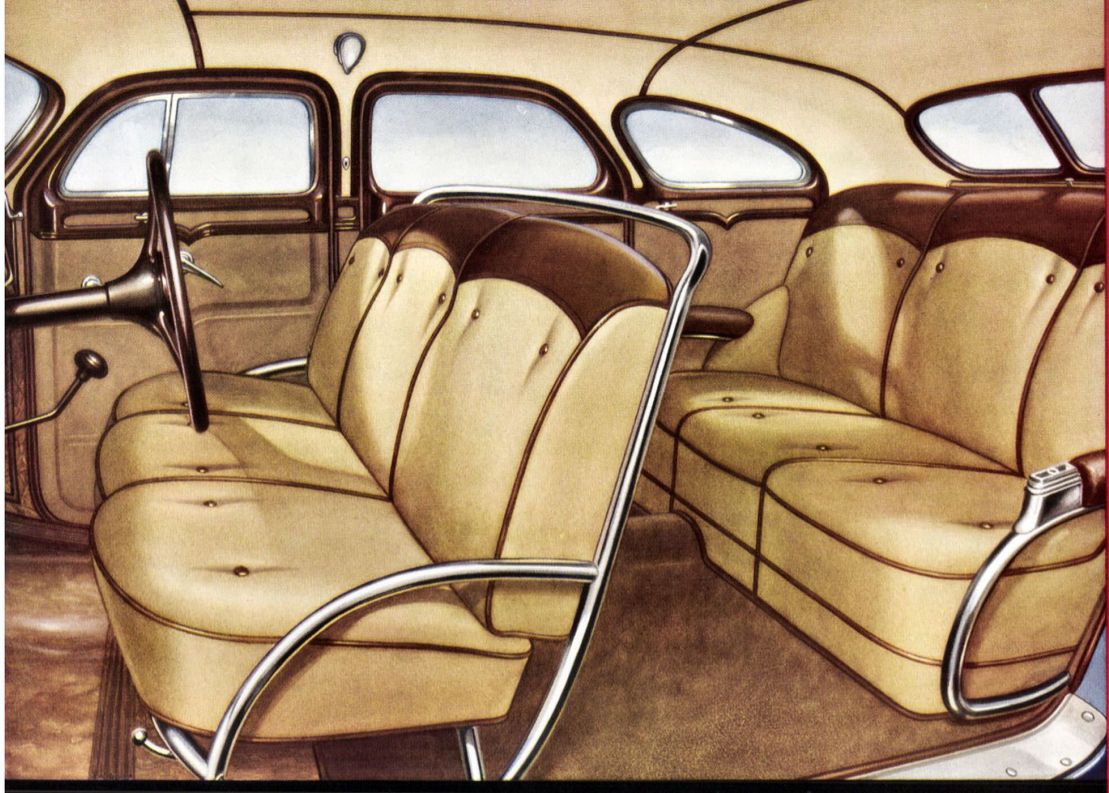
In this new Airflow Chrysler all roads assume the smoothness of glass. You actually travel over dirt roads, gravel, macadam, concrete or asphalt at speeds up to 80 and 90 miles an hour, yet so smooth and restful is the character of the ride that you are completely relaxed . . . untired even by hundreds of miles of continuous travel.



For the first time it is possible to write a letter, read a magazine or study a road map without having the type dance before your eyes. Or you can lay your head back on the seat and take a nap in complete comfort.

This phenomenal Floating Ride is the result of the relocation of weight masses—longer, easier-acting springs, and the rigid, bridge-type, girder-trussed frame construction.

The Airflow contour, aside from giving the new Chrysler a projectile-like passage through the air, makes possible for the



AIRFLOW CHRYSLER EIGHT SIX-PASSENGER SEDAN INTERIOR

first time a frame that is an integral part of the body, offering full protection to the occupants. This new girder-trussed frame is designed like a bridge with longitudinal, vertical and diagonal girders extending from the front to the back of the body, up and over the top of the body. In the Airflow Chrysler you actually ride with part of the frame above your head. The result of this new construction is the safest and most rigid car built.

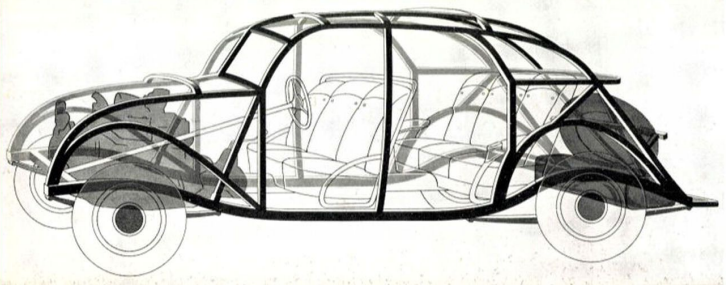
Passengers in the new Airflow Chryslers are now seated inside and under the frame, cradled between the wheels. There's no choice of seats any more. The back seat is located a full 20 inches ahead of the rear axle away from its jolt-producing influence.

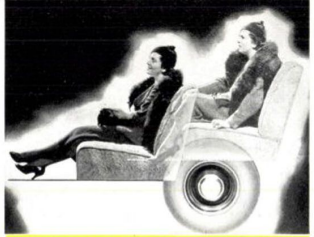
In the new Airflow Chrysler, the motor weight mass is moved forward over the front axle, locating new "centers of percussion" or pivoting points when the wheels encounter road inequalities. In the Airflow Chrysler, due to its new scientific weight distribution, these pivotal points of road shock are directly over the front and rear axles. This revolutionary design makes front spring action entirely independent of rear spring action, and literally cradles passengers over the worst roads without tremor or jolt. In the conventional car, due to improper weight distribution the "pivoting points" are located much closer together concentrating the weight towards the center of the car, thus giving a riding effect that is almost identical with sitting on the ends of the familiar "teeter-totter."

Here are the facts of how you ride in your present car. When the front end of the conventional type car is raised by hitting a bump, the rear end goes down, compressing the rear springs and storing up energy for a rebound. As the rear springs are recoiling to their normal position, the rear wheels pass over the bump synchronizing with the upward spring thrust. The result is literally a multiplied throw that jolts rear seat passengers and can in extreme cases actually throw them out of their seats.

No wonder everyone has heretofore preferred the front seat ride. All this is corrected by the Floating Ride. In the Airflow Chrysler with its dual "pivoting points" located over each axle, the car pivots at a point just above the rear axle when the front wheels hit a bump. Thus instead of the rear end of the body going down in reaction to the rise of the front end, it is undisturbed. Rear seat passengers truly "float" over the obstruction. In like manner, front seat passengers float over the bump as it passes under the rear wheels.

In the Airflow Chryslers, weight masses are moved to positions over the axles allowing passengers to ride between the wheels at the point of minimum perpendicular movement





Rear seat passengers ride 20 inches in front of rear axle in the Airflow Chrysler, not over it

Teeter-totter jolts and the double bump ride are eliminated in the Airflow Chrysler

Combined with Chrysler's new and scientific weight distribution is a notable development in spring action.

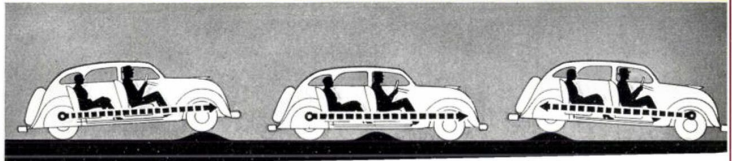
Airflow design with its rounded front end contour has permitted placing the steering mechanism in its logical position up ahead of the front axle, where axle movement does not in any way affect steering or steering "geometry." Advancing the steering mechanism to its new position made possible the adoption of longer, easier acting springs, tuned to "normal human periodicity."

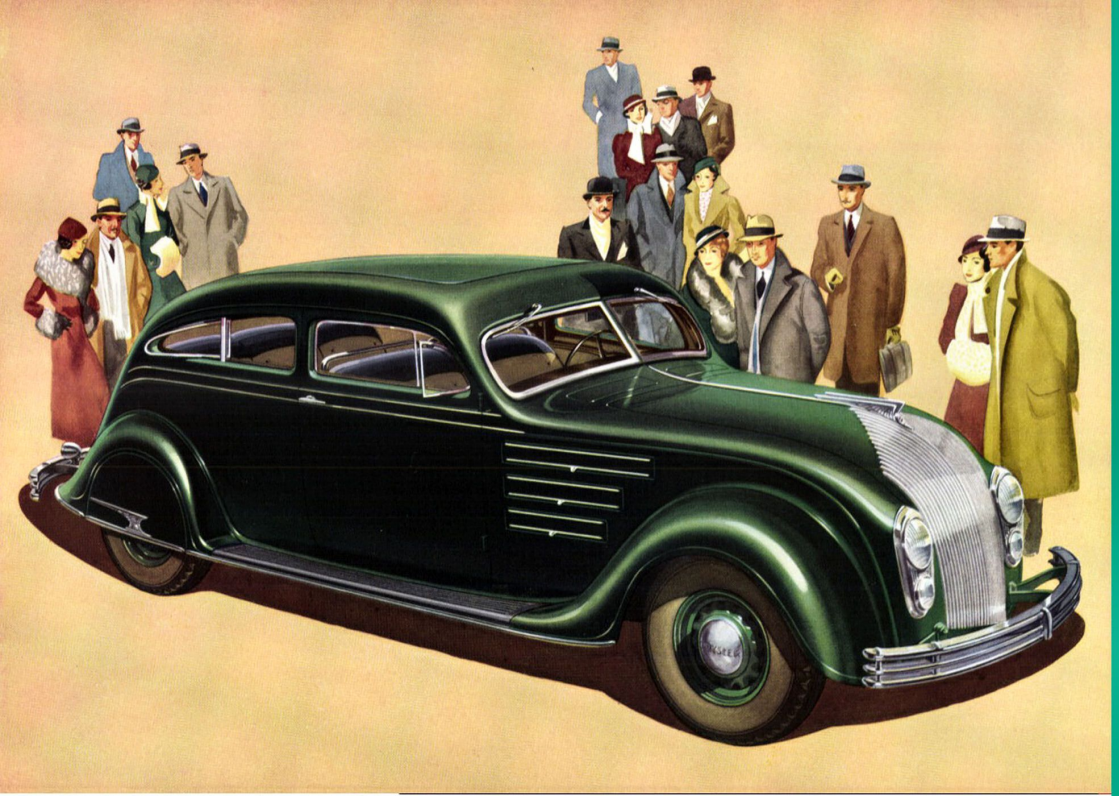
It is a well-known fact that much of the fatigue experienced in automobile riding is due to the jerky movements of short, stiff front springs.

In the Airflow Chrysler spring action has been perfected. Chrysler engineers have reproduced in spring action the exact periodicity of movement that is most restful to the human system. This periodicity matches the normal walking gait of man which is 90 to 100 steps per minute. However in most cars the periodicity of spring action encountered due to shorter springs is approximately 120 per minute and like fast walking is much more tiring.

It is impossible for words to describe the floating ride. It is something that must be experienced; and Chrysler confidently promises you that 15 minutes in the new Airflow Chrysler will give you an experience in comfortable travel that you have never expected to enjoy in any automobile.

When the wheels of the Airflow Chrysler pass over a bump there is no pitching movement. Passengers literally float over it, due to relocating the pivoting points over the axles





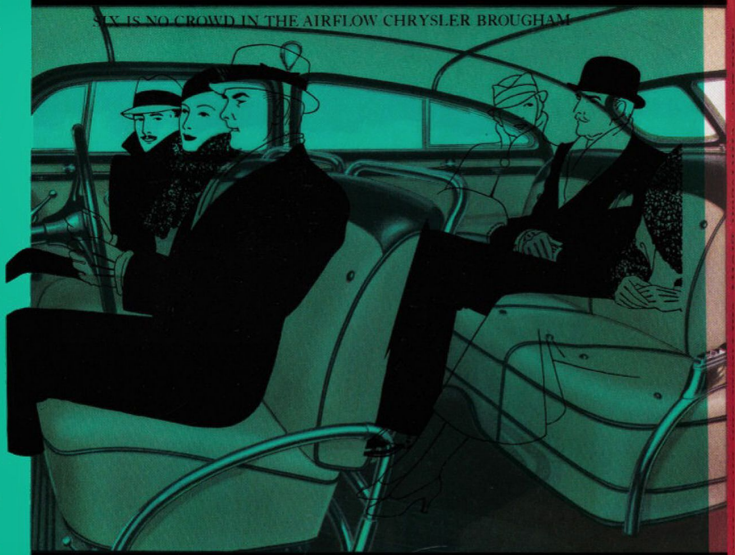
Interiors of drawing-room comfort that break with the conventions of the past are revealed at every turn in the new Airflow Chrysler. There is a new luxury and freshness in appearance as well as comfort. From coved ceiling to richly carpeted floors is a swank that will prove pleasing to the most fastidious—a grace and beauty which has no counterpart in the designs of the past.

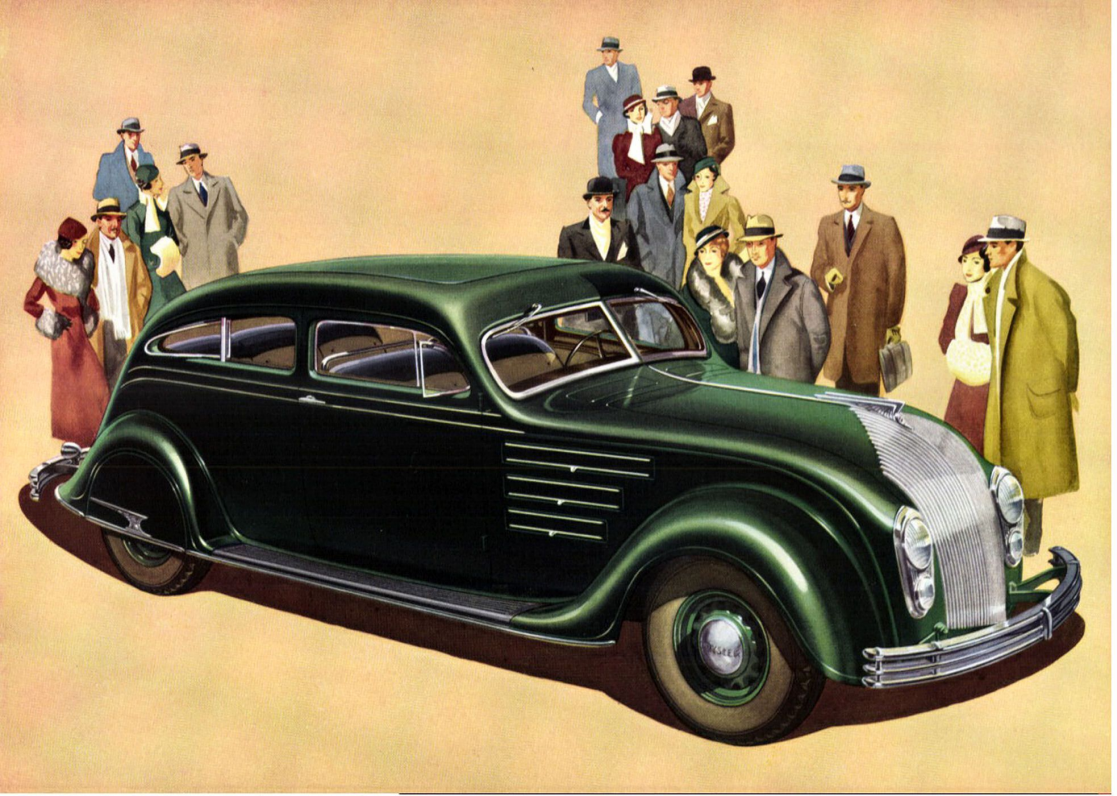
Airflow design has made possible doors as wide as those in your home and a great array of other pleasing innovations. In both Brougham and Coupe models, the bottom section of the front seat is one complete unit which allows three passengers to ride in complete comfort. Either front seat back may be folded forward, permitting an easy entrance to the rear seat.

AIRFLOW *Chrysler* EIGHT

SIX PASSENGER

Brougham





Interiors of drawing-room comfort that break with the conventions of the past are revealed at every turn in the new Airflow Chrysler. There is a new luxury and freshness in appearance as well as comfort. From coved ceiling to richly carpeted floors is a swank that will prove pleasing to the most fastidious—a grace and beauty which has no counterpart in the designs of the past.

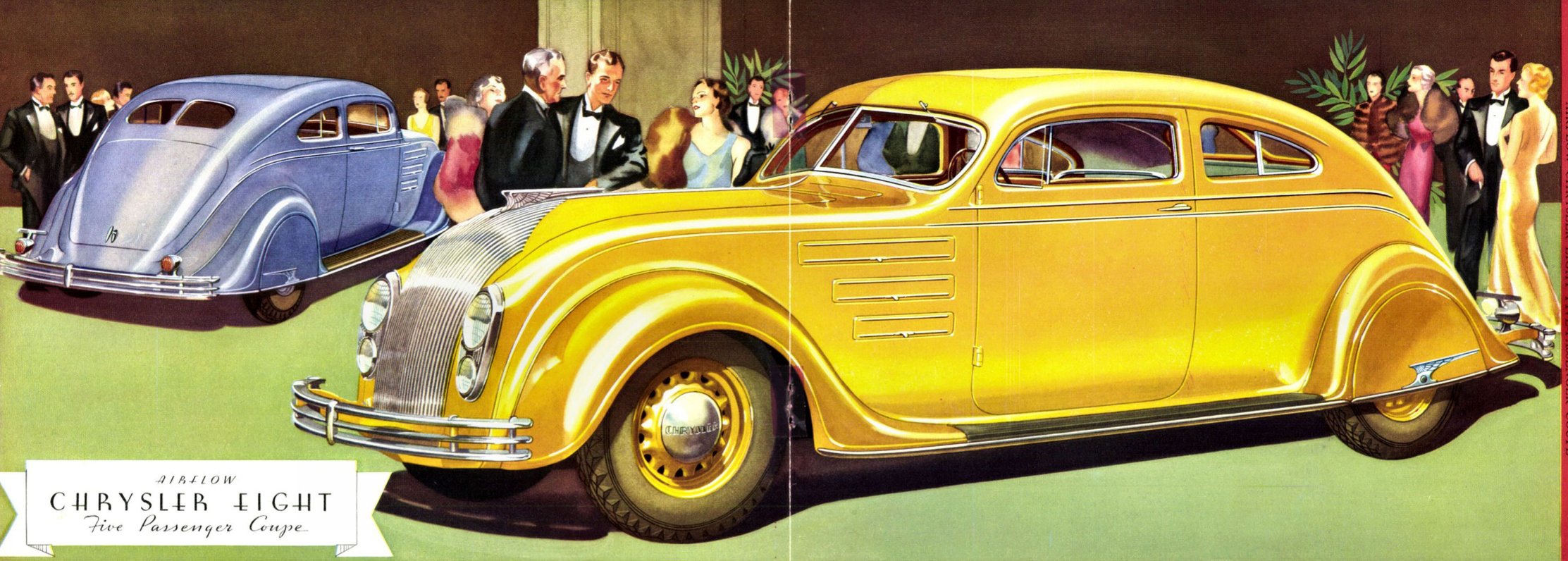
Airflow design has made possible doors as wide as those in your home and a great array of other pleasing innovations. In both Brougham and Coupe models, the bottom section of the front seat is one complete unit which allows three passengers to ride in complete comfort. Either front seat back may be folded forward, permitting an easy entrance to the rear seat.

AIRFLOW Chrysler EIGHT

SIX PASSENGER

Brougham

AIRFLOW CHRYSLER EIGHT SIX-PASSENGER BROUGHAM



AIRFLOW

CHRYSLER EIGHT

Five Passenger Coupe

AIRFLOW CHRYSLER EIGHT FIVE-PASSENGER COUPE

The interiors as well as the exteriors of the Sedan and Town Sedan models are identical with a single exception. There are no rear quarter windows in the Town Sedan which gives an atmosphere of privacy and exclusiveness desired by many. Both models reveal refinement in every detail.

Six full-sized people find ample room to repose on deep resilient cushions upholstered in Bedford Cord, piped with genuine leather.

Airflow design has made possible another innovation—a roomy luggage compartment. Luggage which heretofore was carried in a trunk on the rear of the car, where it was exposed to dust and weather, is now carried in a commodious compartment located directly behind the rear seat.

AIRFLOW Chrysler EIGHT

SIX PASSENGER

Town Sedan

THE AIRFLOW Chrysler FRAME

BUILT LIKE A BRIDGE

The new girder-trussed frame is designed like a bridge with longitudinal, vertical and diagonal girders extending from the front to the back of the body, up and over the top of the body. In the Airflow Chrysler you actually ride with part of the frame above your head. The result of this new construction is the safest and most rigid car built.

PART OF THE FRAME
IS ACTUALLY OVER YOUR HEAD

YOU RIDE INSIDE THE FRAME

The interiors as well as the exteriors of the Sedan and Town Sedan models are identical with a single exception. There are no rear quarter windows in the Town Sedan which gives an atmosphere of privacy and exclusiveness desired by many. Both models reveal refinement in every detail.

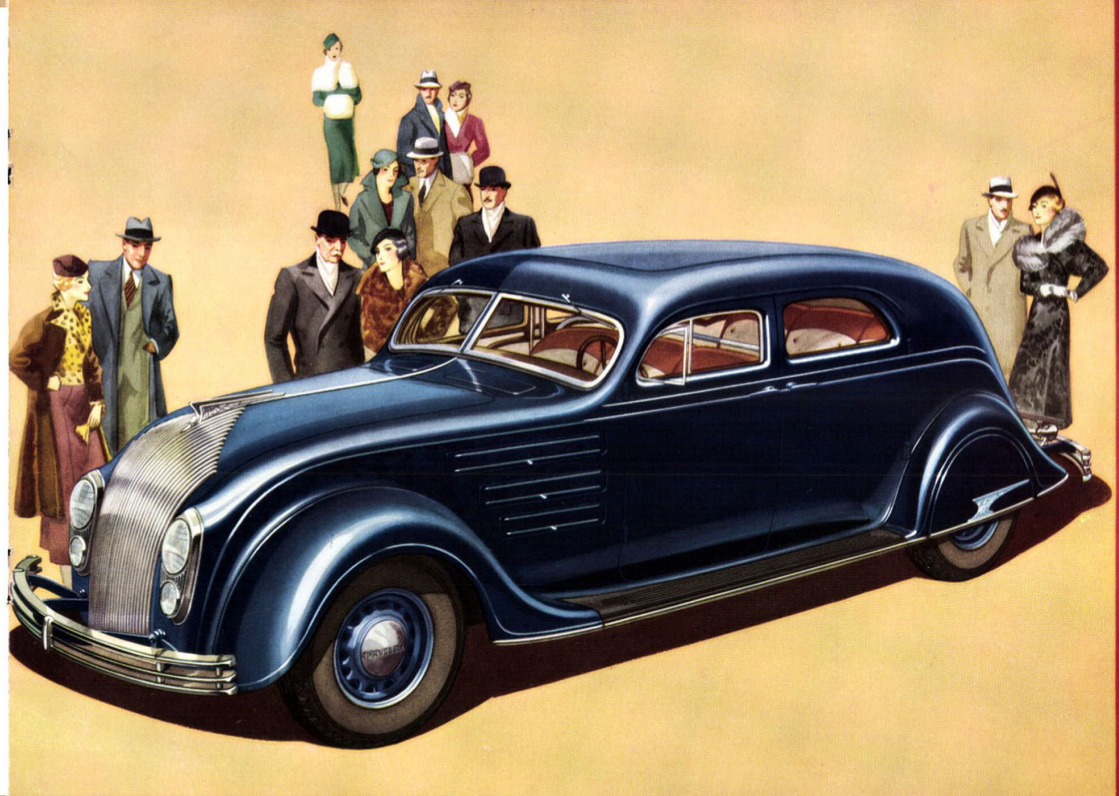
Six full-sized people find ample room to repose on deep resilient cushions upholstered in Bedford Cord, piped with genuine leather.

Airflow design has made possible another innovation—a roomy luggage compartment. Luggage which heretofore was carried in a trunk on the rear of the car, where it was exposed to dust and weather, is now carried in a commodious compartment located directly behind the rear seat.

AIRFLOW Chrysler EIGHT

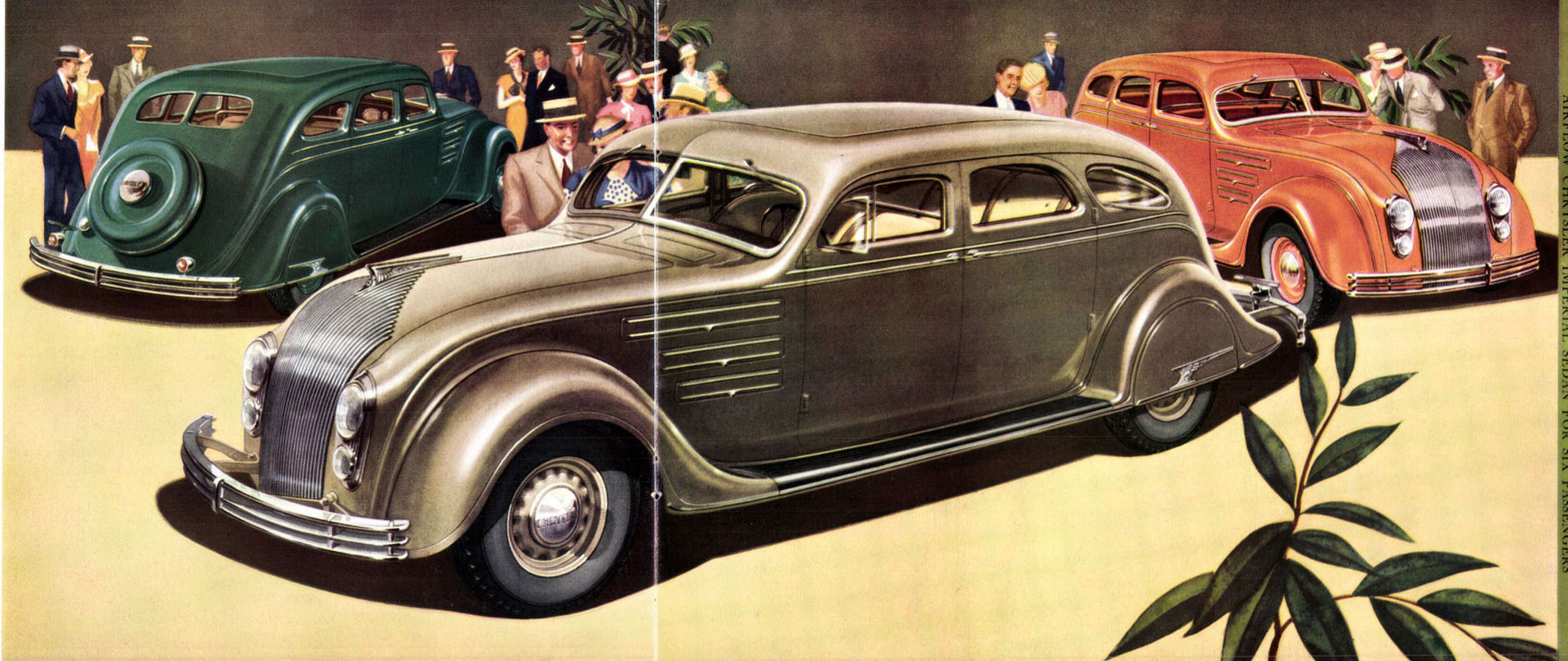
SIX PASSENGER

Town Sedan

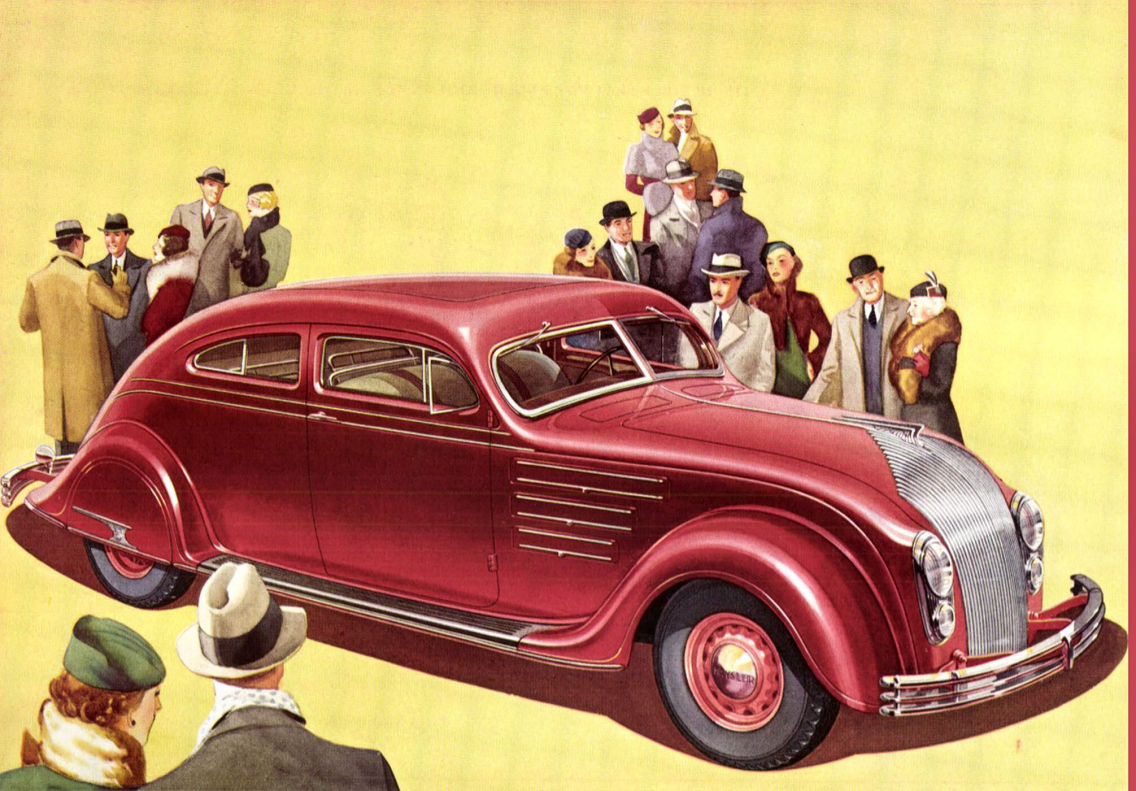


AIRFLOW CHRYSLER EIGHT SIX-PASSENGER TOWN SEDAN

AIRFLOW *Chrysler* IMPERIAL
Sedan for
SIX PASSENGERS



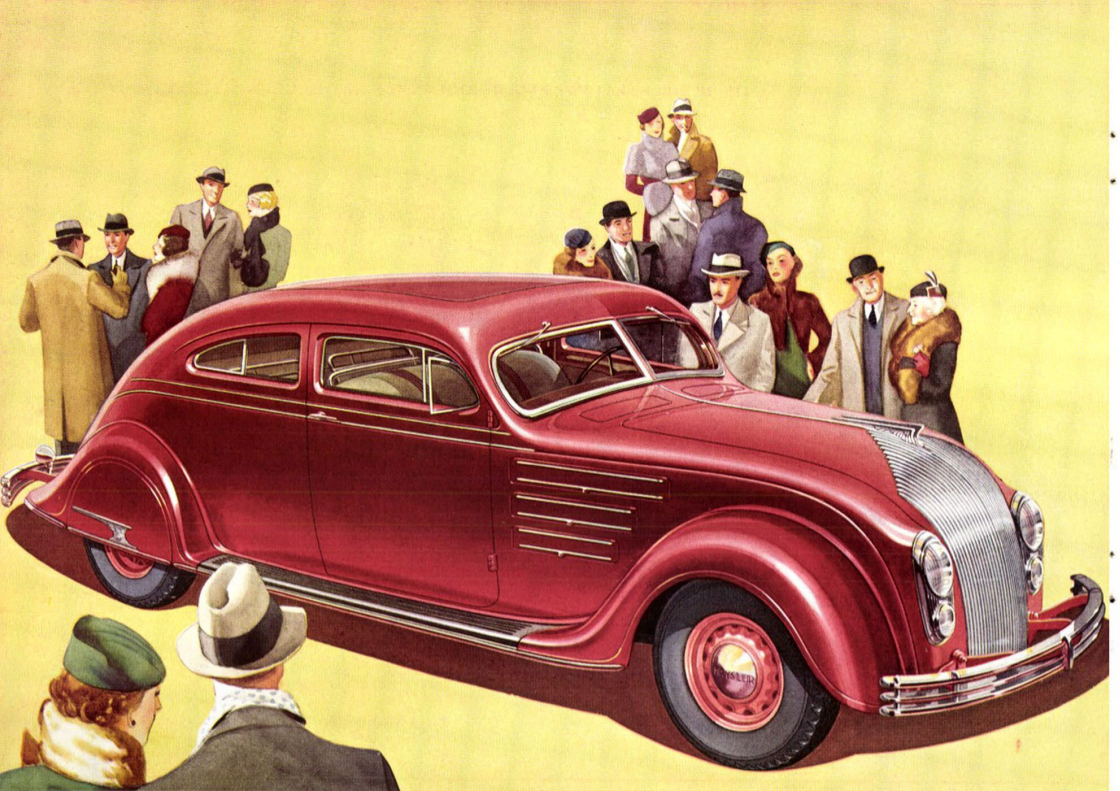
AIRFLOW CHRYSLER IMPERIAL SEDAN FOR SIX PASSENGERS



Craftsmanship of the highest order is apparent in all the details which make the Airflow Coupe both unique and practical. Rumble seat passengers now ride on the inside, out of the weather. There is ample room for five passengers — three on the front seat and two on the wide, deeply cushioned opera-type auxiliary seats located directly behind the front seat. When not in use auxiliary seats fold flush against the sides of the body, making available a luggage space equal to the requirements of a cross country trip.

Another refinement found on the Coupe, which is further evidence of the painstaking care with which the Airflow Chryslers have been designed, is the location of the spare tire which is carried in a built-in rear compartment accessible from the outside.

AIRFLOW Chrysler IMPERIAL
Coupe for
FIVE PASSENGERS



Craftsmanship of the highest order is apparent in all the details which make the Airflow Coupe both unique and practical. Rumble seat passengers now ride on the inside, out of the weather. There is ample room for five passengers—three on the front seat and two on the wide, deeply cushioned opera-type auxiliary seats located directly behind the front seat. When not in use auxiliary seats fold flush against the sides of the body, making available a luggage space equal to the requirements of a cross country trip.

Another refinement found on the Coupe, which is further evidence of the painstaking care with which the Airflow Chryslers have been designed, is the location of the spare tire which is carried in a built-in rear compartment accessible from the outside.

AIRFLOW *Chrysler* IMPERIAL
Coupe for
FIVE PASSENGERS

AIRFLOW CHRYSLER IMPERIAL COUPE FOR FIVE PASSENGERS

The interiors as well as the exteriors of the Sedan and Town Sedan models are identical with a single exception. There are no rear quarter windows in the Town Sedan which gives an atmosphere of privacy and exclusiveness desired by many. Both models reveal refinement in every detail.

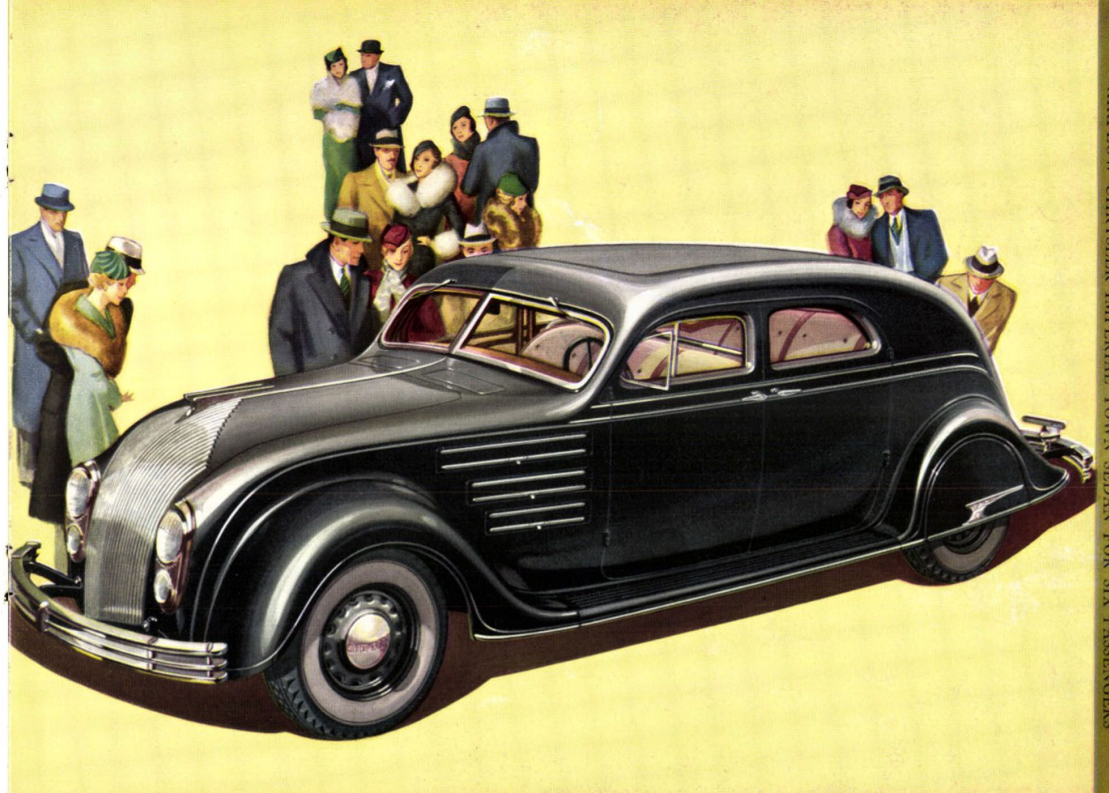
Six full-sized people find ample room to repose on deep resilient cushions upholstered in Bedford Cord, piped with genuine leather.

Airflow design has made possible another innovation—a roomy luggage compartment. Luggage which heretofore was carried in a trunk on the rear of the car, where it was exposed to dust and weather, is now carried in a commodious compartment located directly behind the rear seat.

AIRFLOW Chrysler EIGHT

SIX PASSENGER

Town Sedan



AIRFLOW CHRYSLER IMPERIAL TOWN SEDAN FOR SIX PASSENGERS

CONTROLLED *Draft* *Free* VENTILATION

Chrysler engineers have perfected a draft-free system of controlled ventilation which provides as much fresh air as desired by each car occupant.

The front windows of the Airflow Chrysler are divided vertically into two sections. The front sections of Duplate safety glass are pivoted at the top and bottom and are rotated by a conveniently located regulator directly under the front section, and will remain set at any angle. Rear sections of the windows may be lowered independently of the front section. Both front and rear sections are contained within a chromium plated frame which fits snugly into the moulding at the top and sides of the door when the window is closed. By simply pressing a little lever and turning the window regulator, both sections in the chromium frame are lowered into the door panel leaving the window completely unobstructed.

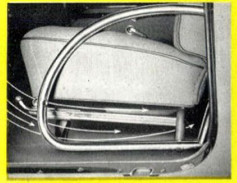
The rear quarter Duplate safety glass windows of the Sedan and Coupe are pivoted like the front section of the front window thus providing the same advantages to rear seat passengers independent of the other occupants of the car.

When the window is in the closed position a turn of the forward control turns the ventilating section at varying angles against the air currents passing the car. These air currents strike the glass and are either deflected away from or into the car as desired.

At the same time a vacuum is created behind the ventilator which effectually sets up a gentle suction on the air within the car to the outside.

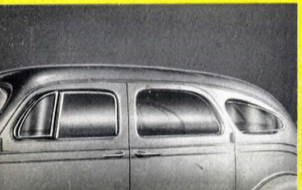
In addition to this highly efficient draft-free system of ventilation, the new Airflow Chryslers have the added advantages of dual windshields, opened and closed by handy controls located at the top edge of the instrument panel and twin cowl ventilators, opened by levers below the dash. These admit a sweep of fresh air into the front compartment that effectively cools and freshens the whole car as it filters backward through the unobstructed space under the front seat.

With the new tubular front seat frame, the seat itself is raised off the floor. A free passage for air is opened beneath the seat



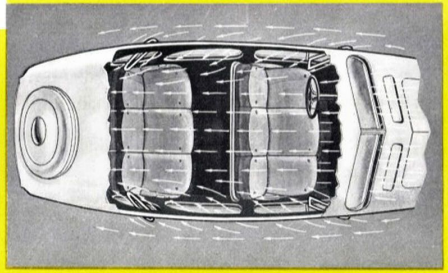
The twin windshields permit front seat occupants to admit breeze on warm days as they desire

With the front ventilator partly open, air currents create a partial vacuum behind the glass drawing used air from the car

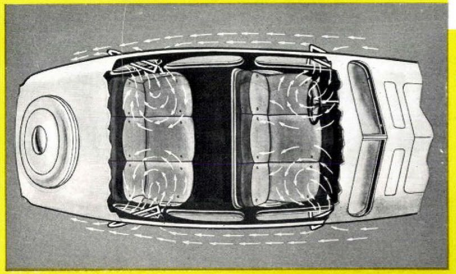


In hot weather the front ventilators may be set to literally scoop in fresh air and create refreshing breezes throughout the car

Chrysler Airflow Sedan with all ventilators and windows open to obtain full ventilation for hot weather driving. Ventilators scoop in the air and direct it to every part of the car



Chrysler Airflow Sedan with all ventilators partly open and all windows closed. Each occupant of the car may regulate the ventilating of his part of the car to suit himself

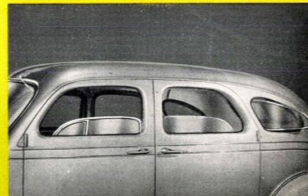


The front ventilators can be adjusted to direct the air across the windshield and prevent steaming or clouding without disagreeable drafts

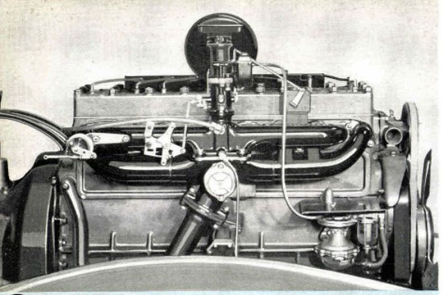
How comfortable it is to sit in the rear seat without annoying and dangerous drafts

Cooling breezes flood the entire interior of the car on a hot day with these twin windshields and cowl ventilators open

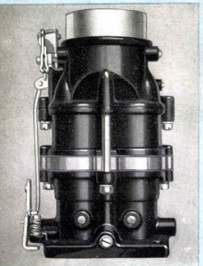
If desired, both sections of the window may be lowered into the door panel leaving a clear unobstructed window opening



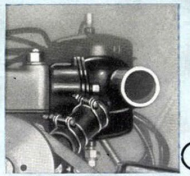
ENGINEERING ADVANCEMENTS



1

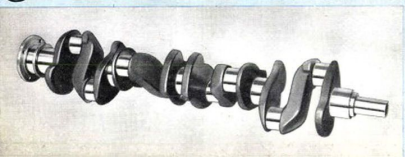


3



2

4



5

(1) MOTOR—Airflow Chrysler Eight, right side—Showing location of the automatic choke, manifold heat control, fuel pump, air cleaner and carburetor.

(2) THERMOSTAT BY-PASS VALVE—Uniform temperature within 5° is maintained by use of a by-pass valve that closes water circulation in the radiator but permits it to flow through the water jackets of cylinder block and head.

(3) DUAL CARBURETOR—Insures full and equal charges of gasoline vapor to each cylinder producing maximum power and smoothness.

(4) AIR CLEANER AND INTAKE SILENCER—Removes the road dust and all other abrasive material from air drawn into the carburetor preventing wear on pistons, rings and cylinders.

(5) CRANKSHAFT—The new Chrysler crankshafts are fully balanced with eight integral counterweights and have five extra large main bearings. All shafts are perfectly balanced both statically and dynamically.

(6) MANIFOLD HEAT CONTROL—When the engine is cold this automatic thermal control aids in vaporizing the gas mixture before it enters the cylinders. When an efficient operating temperature has been reached the valve allows the gas to pass directly out of the exhaust pipe.

(7) FUEL PUMP—Fuel is supplied by a diaphragm type pump driven from the camshaft and an even pressure, regardless of throttle opening, is maintained by an air dome on the pump.

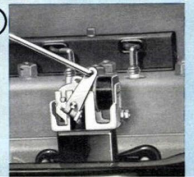
(8) AUTOMATIC CHOKE—This device automatically opens and maintains a proper mixture until the engine reaches normal operating temperature. It guards against cold weather stalling and reduces crankcase dilution from excessive choking.

(9) IMPULSE NEUTRALIZER—To produce still greater smoothness the Chrysler engine is equipped with an Impulse Neutralizer which cushions and absorbs the torque reaction on the crankshaft from the power strokes of the pistons.

(10) OIL FILTER—An efficient oil filter removes all impurities from the oil by passing it through a series of filtering elements. The purity and lubricating qualities are thus maintained for hundreds of miles of extra travel.

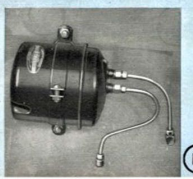
6

7

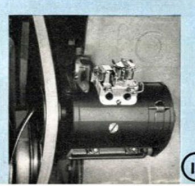


8

9



10



11

(11) GENERATOR—Electric current is supplied by this six-volt generator. Output of the generator is controlled by a voltage limit relay and third brush regulation. These make possible a regulated voltage to meet every demand and condition.

(12) ALL-SILENT TRANSMISSION—All gears in the Airflow All-silent Transmission, including reverse, are helical cut. This feature, together with Chrysler Free Wheeling, makes gear shifting easy, fast and always silent.

(13) CRANKSHAFT BEARINGS—The heavy, counterweighted crankshaft of the Airflow Chrysler rotates in five babbitt-lined, steel-backed bearings having a total area of more than 62 square inches.

(14) T-SLOT PISTONS—Aluminum alloy with four rings remarkably light in weight insure correct fit under running temperature and expansion. They provide a particularly effective compression and oil seal.

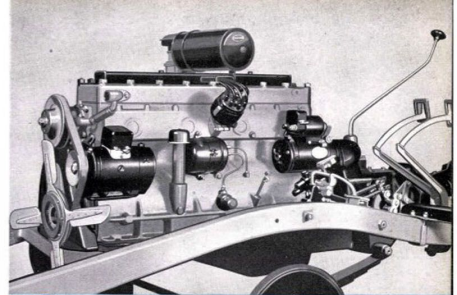
(15) UNIVERSAL JOINT—In this roller-bearing type of universal joint a large number of small rollers reduce friction to a minimum and seldom require lubrication or attention.

(16) VALVE SEAT INSERT—All exhaust valve seats have inserts of tungsten steel alloy instead of the cast iron of the cylinder block. They are extremely hard and resist the terrific heat of the exhaust gases and seldom need attention under 30,000 miles.

(17) DISTRIBUTOR—The new distributor is of the top outlet, eight lobe type cam and single breaker arm. It is completely waterproof with full automatic spark advance.

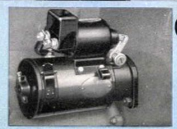
(18) MOTOR—Airflow Chrysler Eight, left side—Showing the generator, oil filter, distributor and starting motor in place.

(19) COINCIDENTAL STARTER—Starting is effected by depressing the accelerator pedal instead of the conventional starter button. It is impossible to engage the starter gear while the engine is running. This prevents possible injury to the gears.



18

17

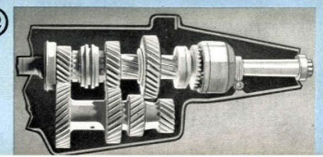


19

15

16

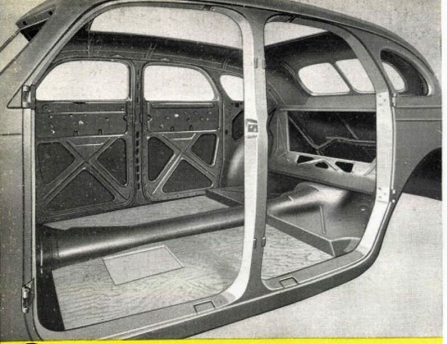
14



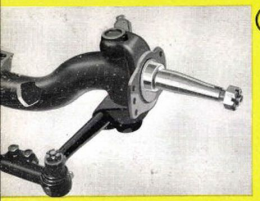
12

13

ENGINEERING ADVANCEMENTS

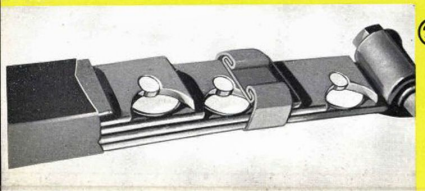


(20) ALL-STEEL BODIES—The steel reinforced with steel bodies of the new Airflow Chryslers are solidly fused by electric welding into a single unit to form the new bridge-type frame construction. There are no bolted joints to work loose, squeak or rattle and the box girder type of construction makes them the strongest and safest bodies built.

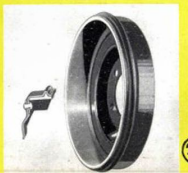


(21) TUBULAR FRONT AXLE—Airflow Chryslers are equipped with a new Reverse Elliott Seamless tubular front axle which combines both strength and light weight. It is designed and fabricated to withstand the most severe road shocks and maintain perfect alignment.

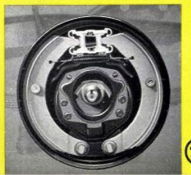
(22) "U" BOLT SHACKLES—Silent "U" spring shackles provide perfect freedom of movement but because of the pitch of the threads, side play and rattles are eliminated. They are permanently adjusted and noiseless at all times.



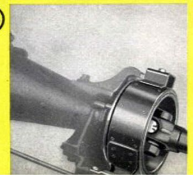
(23) OILITE SPRINGS—Between the leaves of Chrysler springs, Oilite discs of metal, impregnated with oil—are inserted. This oil is gradually released and lubricates the leaves, producing permanently quiet springs.



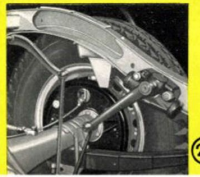
(24) CENTRIFUSE BRAKE DRUMS—Centrifuse brake drums combine the lightness and strength of steel with the rapid heat-dissipating qualities of cast iron. This assures freedom from distortion and a non-scoring surface which prolongs lining life.



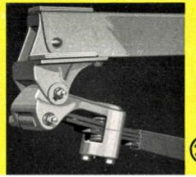
(25) HYDRAULIC BRAKES—There are no mechanical connections in the Chrysler hydraulic braking system to rattle and wear and cause unequal pressure on any brake drum. These brakes are self-equalizing—always the same braking pressure to each wheel, safe, sure and positive.



(26) HAND BRAKE—The hand brake on the Airflow Chryslers is independent of the service brakes and operates on the propeller shaft. Braking is equalized by the differential. The brake drum is special cast iron.



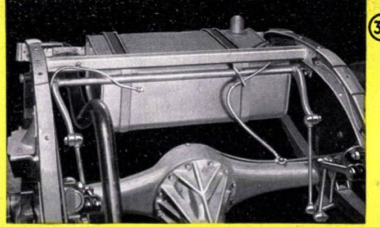
(27) SHOCK ABSORBERS—Hydraulic double acting—both front and rear aid in maintaining maximum riding comfort in the new Airflow Chryslers.



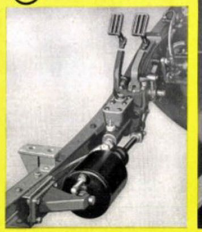
(28) ROAD SHOCK ELIMINATOR—Steering shocks are eliminated in the Airflow Chryslers by a specially designed shackle on the front end of the left front spring. Shocks are absorbed before reaching the steering wheel.

(29) STEERING—Airflow steering is absolutely new and exclusive. The steering shaft is mounted forward of the front axle and the movement of the axle and springs have no effect on the steering geometry.

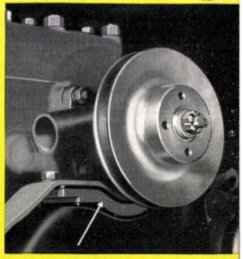
(30) ACCESSIBILITY—When an inspection or adjustment to any part of the upper section of the motor is necessary, the hood is raised from the front, opening up the whole engine compartment. The engine is fully exposed—*top* and *both* sides are easily accessible. If inspection of the side of the engine is desired, the inner fender plate on either side of the engine compartment may be removed exposing the whole side of the engine with every part accessible and within easy reach.



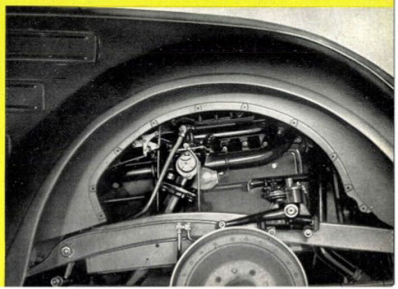
(31) BRAKE BOOSTER—In the Airflow Imperial models a power brake utilizes vacuum from the engine to exert the power necessary to actuate the brakes. As a result the driver is relieved of much braking effort, only sufficient pressure being needed to open the power brake valve.



(32) FLOATING POWER MOUNTINGS—In the new Airflow Chrysler the engine and transmission as a unit are cradled in rubber so that the entire power plant is suspended in perfect balance and in such a manner that all power tremor is absorbed by the rubber, providing unmatched smoothness. Floating Power Mountings consist of thick blocks of rubber inseparably molded to steel.



(33) STABILIZER—This new device counteracts sidesway in rounding curves and on uneven roads. It keeps the body of the car on an "even keel" at all times.



Specifications

AIRFLOW CHRYSLER EIGHT

AXLE (Front)—Reverse Elliott seamless tubular—Ball thrust bearing at base of steering knuckle head—Spring cushioned ball and socket drag link joints.

AXLE (Rear)—Semi-floating pressed steel housing—Drive gears chrome nickel steel spiral bevel type—axle shaft chrome molybdenum steel—Road clearance 8⅞".

BODY (All Steel)—Body frame and sill are welded into one unit—fused girder bridge type construction—body panels and cross members are electrically welded—trussed and braced with steel at all points of stress.

BRAKE (Parking)—External contracting on cast iron drum located at rear of transmission, hand controlled, individually operated.

BRAKES (Service)—Chrysler internal expanding hydraulic, all four wheels—Centrifuse brake drums, cast iron lined, drum diameter 12"—Moulded asbestos lining 2" wide—Total contract area per car 182.5 sq. in.

CLUTCH—Single dry-plate type—Automatic vacuum or foot pedal control—Driven disc with asbestos facing—Torque cushioned by special coil springs.

COOLING SYSTEM—Water circulated by centrifugal pump—Cylinders and valves completely surrounded by large water passages—Water flow controlled by thermostat by-pass—Fin and tube radiator—Water capacity 5¼ gallons (4.8 Imperial gallons)—Silent four blade fan with impulse neutralizer mounted at end of crankshaft—Fan blades 20"—stagger-spaced to eliminate noises—"V" type belt with adjustment provided.

CRANKSHAFT—Statically and dynamically balanced—Eight counterweights forged integral with crankshaft—Supported on 5 steel backed bearings—Bearing diameter 2⅛"—Total bearing area 62.1 sq. in.

CARBURETOR—Dual Downdraft, air cleaner integral with intake silencer—Automatic choke and manifold heat control.

ENGINE—L-head type, water cooled, eight cylinders, four cycle—Bore 3½", Stroke 4½"—N. A. C. C. horsepower 33.80—Developed horsepower at 3400 r. p. m. 122—Piston displacement 298.6 cu. in.—Motor mounting patented Floating Power—Engine and transmission cradled in rubber as unit—Torque reaction taken by two rubber cushioned mountings on either side of rear Floating Power motor rest mounting—Cylinder firing order 1-6-2-5-8-3-7-4—Camshaft drop forged with cams and distributor drive gear integral, six bearings—Exhaust valve seat inserts of tungsten high speed tool steel—Full pressure lubrication to all crankshaft, camshaft and connecting rod bearings, also throw from crankshaft and camshaft—Timing chain lubricated by direct oil leads—Oil pump driven by timing shaft from spiral gear on camshaft—Oil filtered, cleansed and cooled by passage through oil filter—Oil capacity 6 quarts—Pressure gauge on dash—Level indicator on left side of crankcase—Crankcase ventilator.

ELECTRICAL SYSTEM—"Balanced Armature" generator, third brush and voltage limit control six volt type—Starter, six volt coincidental accelerator pedal type—Battery, six volt, 140 ampere hour capacity—Ignition, top outlet, eight lobe, waterproof distributor, single breaker arm type cam, full automatic advance—Solar spark ignition.

FENDERS—Heavy one piece sheet steel—rust-proofed before finishing.

FREE WHEELING—Two bearing, selective cam and roller type located at rear of transmission—Lockout button on instrument panel—Operates in all forward speeds, automatic lockout in reverse.

FUEL SYSTEM—Downdraft carburetor, plain tube type, with idle speed adjustment and fixed jets—Positive fuel pump, adjustable accelerating pump, automatic choke and idle control, intake silencer, air cleaner and automatic manifold heat control—Fuel feed pump driven from camshaft—Fuel tank 21 gallons (17.5 Imperial gallons.)

PISTONS—Special light aluminum alloy—T-slot type—three compression and one oil ring per piston.

PISTON PIN—Floating type—chrome nickel steel-bearing in piston and rod.

PROPELLER SHAFT—Tubular, roller bearing type universal joints.

SPRINGS—Semi-elliptic with Oilite squeak-proof discs—front length 44", width 2", ten leaves—rear length, 52½", width 2", eight leaves—silent U-Shackles, threaded—Rubber bushings on front end of rear springs.

STEERING GEAR—Mounted forward of left front axle—Worm and roller type, adjustable for wear—Steering arm drop forging heat treated—adjustable steering column—Road shock eliminator at front end of left front spring.

TIRES—Air wheel, non-skid tread all wheels—size 7.00 x 16".

TRANSMISSION—All silent, helical type gears throughout, first speed and reverse operating on spirally cut spline—second speed operates on constant mesh helically cut gear—Free wheeling unit at rear.

STANDARD EQUIPMENT—All body styles—double acting hydraulic shock absorbers—Flex-beam headlights in combination with parking lights—two automatic windshield wipers—non-glare rear view mirror—two combination stop and tail lights—dual trumpet horns mounted under hood—Two dome lights operated by door switches—Two inside adjustable sun visors—Duplate Safety Glass in all windshields and pivoting ventilating wings—Wheel equipment, five steel spoke with spare mounted at rear.

SPECIAL EQUIPMENT—Overdrive—bumpers front and rear—Special colors and upholsteries, also special equipment items and accessories available at nominal extra charge or on special order basis.

WHEELBASE—123"—Overall length bumper to bumper 207⅞"—Tread 57".

SPECIAL NOTICE—The manufacturer reserves the right to revise, change or modify the construction of Chrysler motor vehicles or any part thereof as he may see fit without incurring any obligation to install same on motor vehicles previously purchased.

Specifications

AIRFLOW CHRYSLER IMPERIAL

AXLE (Front)—Reverse Elliott seamless tubular—Ball thrust bearing at base steering knuckle head—spring cushioned ball and socket drag link joints.

AXLE (Rear)—Semi-floating pressed steel housing—Drive gears chrome nickel steel spiral bevel type—axle shaft chrome molybdenum steel. Road clearance 9⅛".

BODY (All Steel)—Body frame and sill are welded into one unit—fused girder bridge type construction—body panels and cross members are electrically welded—trussed and braced with steel at all points of stress.

BRAKE (Parking)—External contracting on cast iron drum located at rear of transmission, hand controlled, individually operated.

BRAKES (Service)—Chrysler internal expanding hydraulic, equipped with vacuum power booster, all four wheels—Centrifuse brake drums cast iron lined—drum diameter 13"—Moulded asbestos lining 2" wide—Total contact area for car 198.8 sq in.

CARBURETOR—Dual downdraft—Air cleaner integral with intake silencer—Automatic choke and manifold heat control.

CLUTCH—Single dry-plate—Automatic vacuum or foot pedal control. Driven disc with woven asbestos facing. Torque cushioned by special coil springs.

COOLING SYSTEM—Water circulated by centrifugal pump. Cylinders and valves completely surrounded by large water passages—Water flow controlled by thermostat by-pass—Fin and tube radiator—Water capacity 5½ gallons (4.8 Imperial gallons). Silent four-blade fan with impulse neutralizer mounted at end of crankshaft—Fan blades 20"—stagger-spaced to eliminate noise—"V" type belt with adjustment provided.

CRANKSHAFT—Statically and dynamically balanced—Eight counterweights forged integral with crankshaft—Supported on 5 steel backed bearings—Bearing diameter 2⅛"—Total bearing area 62.1 sq. in.

ENGINE—L-head type, water cooled, eight cylinders, four cycle—Bore 3½", stroke 4⅛"—N. A. C. C. horsepower 33.80—Developed horsepower at 3400 r. p. m. 130. Piston displacement 323.5 cu. in.—Motor mounting patented Floating Power—Engine and transmission cradled in rubber as unit—Torque reaction taken by two rubber cushioned mountings on either side of rear Floating Power motor rest mounting—Firing order 1-6-2-5-8-3-7-4. Camshaft drop forged with cams and distributor drive integral—six bearings—Exhaust valve seat inserts of tungsten high speed tool steel—Full pressure lubrication to all crankshaft, camshaft and connecting rod bearings, also throw from crankshaft and camshaft—Timing chain lubricated by direct oil leads—Oil pump driven by timing shaft from spiral gear on camshaft—Oil filtered, cleansed and cooled by passage through oil filter—Oil capacity 6 quarts—Pressure gauge on dash—Level indicator on left side of crankcase—Crankcase ventilator.

ELECTRICAL SYSTEM—"Balanced Armature" Generator, third brush and voltage limit control, six volt type—Starter, six volt coincidental—accelerator pedal type—Battery, 6 volt, 140 ampere hour capacity—Ignition, top outlet, eight lobe, waterproof distributor, single breaker-arm type cam, full automatic advance—Solar spark ignition.

FENDERS—Heavy one-piece sheet steel—rust-proofed before finishing.

FREE WHEELING—Two bearing, selective cam and roller type located at rear of transmission—Lockout button on instrument panel—Operates in all forward speeds, automatic lockout in reverse.

FUEL SYSTEM—Dual down-draft carburetor with idle speed adjustment and fixed jets—Positive fuel pump driven from camshaft, adjustable accelerating pump, automatic choke and idle control, intake silencer, air cleaner, automatic manifold heat control—Fuel tank 21 gallons (17.5 Imperial gallons).

OVER-DRIVE—All helical planetary gears—silent operation—provides slower engine speed at higher car speeds resulting in longer life, greater economy and smoother performance operation—automatic through accelerator pedal.

PISTONS—Special light aluminum alloy—T-slot type three compression and one oil ring per piston.

PISTON PIN—Floating type—chrome nickel steel-bearing in piston and rod.

PROPELLER SHAFT—Tubular, roller bearing type universal joints.

SPRINGS—Semi-elliptic with Oilite squeak proof discs, front, length 44", width 2¼", 10 leaves—rear, length 53⅜", width 2", 9 leaves, silent U-threaded shackles—Rubber bushing in front end of rear springs.

STEERING GEAR—Mounted forward of left front axle—worm and roller type, adjustable for wear—Steering arm drop forging heat treated—Adjustable steering column—Road shock eliminator at front end of left forward spring.

TIRES—Air wheel—non-skid tread on all wheels—size 7.50 x 16".

TRANSMISSION—All-silent transmission, helical type gears throughout, first speed and reverse operating on spirally cut spline, second speed operates on constant mesh helically cut gear—Free wheeling unit at rear.

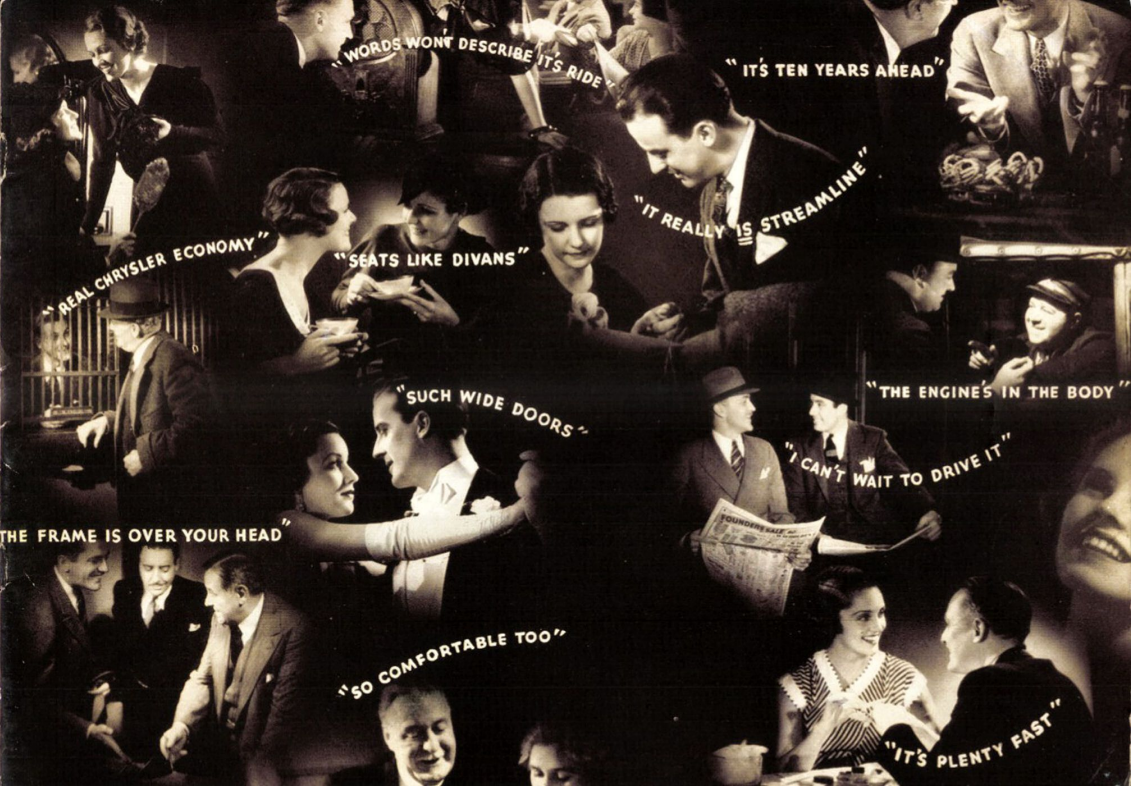
STANDARD EQUIPMENT—All body styles, double acting hydraulic shock absorbers—Flex-beam headlamps, parking lights in combination with headlamp—Two automatic windshield wipers—non-glare rear view mirror—Two combination stop and tail lights—Dual trumpet horns mounted under hood—Two dome lights operated by door switches—Two inside adjustable sun visors on all models. Duplate Safety Glass in all windshields and pivoting ventilating wings. Wheel equipment—5 steel spoke wheels with spare mounted in the rear.

SPECIAL EQUIPMENT—Bumpers front and rear—Special colors and upholsteries—also many special equipment items and accessories are available at nominal extra charges on special order basis.

WHEELBASE—128", Overall length with bumpers 213"—Tread 57½".

SPECIAL NOTICE—The manufacturer reserves the right to revise, change or modify the construction of Chrysler motor vehicles or any part thereof as he may see fit without incurring any obligation to install same on motor vehicles previously purchased.


"IT HAS DYNAMIC BALANCE"
"SMARTEST CAR ON THE STREET"
"YOU'RE CRADLED BETWEEN THE WHEELS"
ON'T BUY ANYTHING UNTIL YOU SEE CHRYSLER"
"THE FRONT SEAT IS AS WIDE AS THE REAR"
"MODERN AS A PENT-HOUSE APARTMENT"
"YOU OUGHT TO SEE THAT AIRFLOW CHRYSLER"
"TENTH ANNIVERSARY CHRYSLER"
"LOOK AT THOSE LINES"
"SUCH ROOMINESS"


"WORDS WON'T DESCRIBE IT'S RIDE"
"IT'S TEN YEARS AHEAD"
"REAL CHRYSLER ECONOMY"
"SEATS LIKE DIVANS"
"IT REALLY IS STREAMLINE"
"SUCH WIDE DOORS"
"THE ENGINE'S IN THE BODY"
"I CAN'T WAIT TO DRIVE IT"
THE FRAME IS OVER YOUR HEAD"
"SO COMFORTABLE TOO"
"IT'S PLENTY FAST"


Chrysler
AIRFLOW