

THE

Chrysler Six

WITH FLOATING POWER



T h e

C H R Y S L E R S I X

w i t h F l o a t i n g P o w e r

. . . the greatest engineering development of modern times. The new Chrysler Six with Floating Power, embodying a great group of major engineering advancements, represents the greatest value that has ever been offered in the medium priced six field.

Here is sensational FLOATING POWER (patented and fully protected)—the most remarkable and revolutionary engineering discovery of modern times—giving results in smoothness that are

almost unbelievable. A new AUTOMATIC CLUTCH (optional at slight extra cost) that eliminates any need for using the clutch pedal, making driving an almost automatic action. A new SILENT GEAR SELECTOR enabling swift, smooth, silent selection of all gears at any speed without clashing or noise. A SILENT-SECOND, EASY-SHIFT TRANSMISSION providing quick, quiet acceleration in all speeds, and a perfectly quiet second gear. Selective FREE WHEELING operating in harmony with the AUTOMATIC Clutch and controlled by a convenient button on



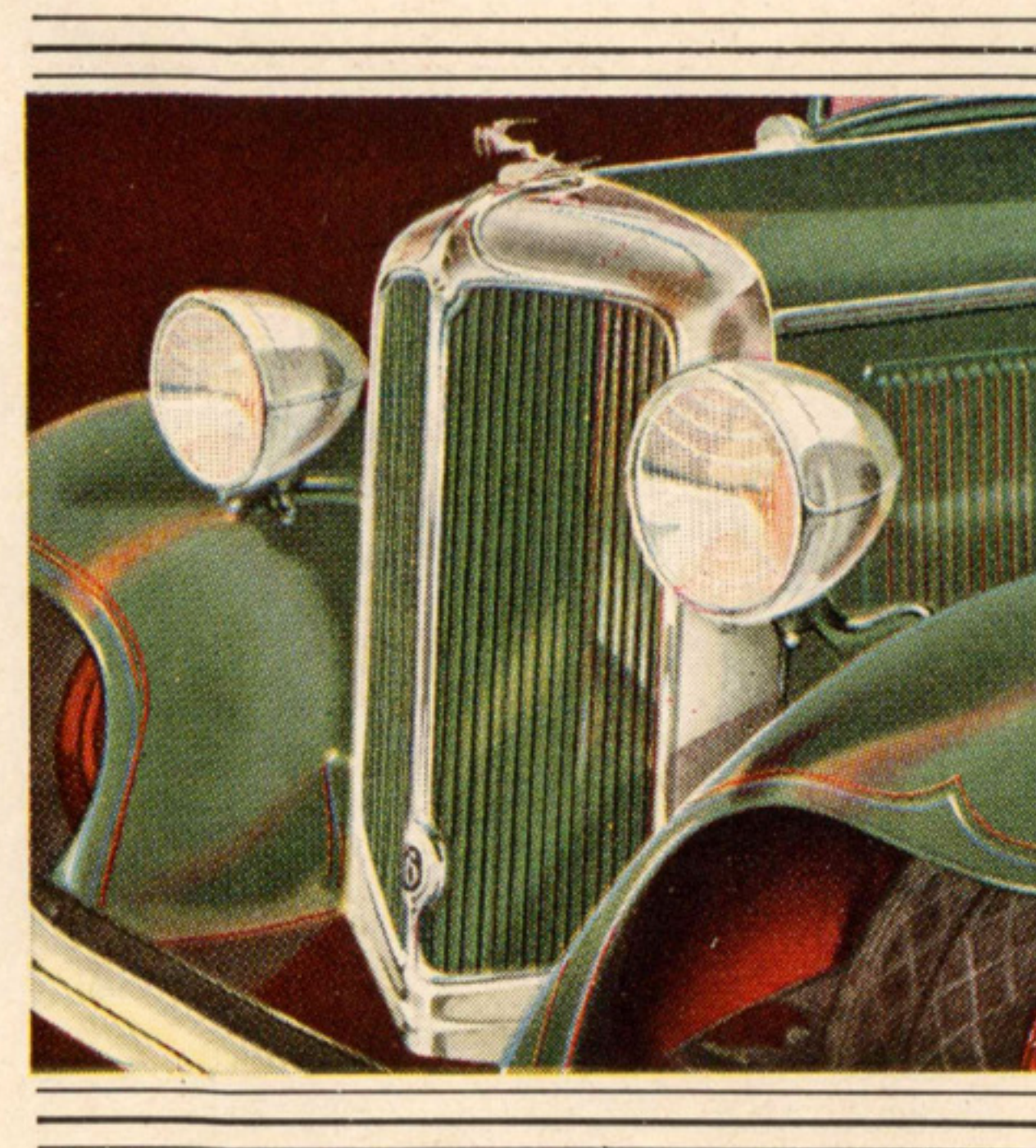
the dash. The famous Chrysler weatherproof, internal-expanding, HYDRAULIC BRAKES with new Centrifuse brake drums of combined steel and cast iron, giving smoother, softer braking action, and longer brake wear. A new steering development giving infinitely greater steering ease and eliminating all road shock—you never “feel the road” through the steering wheel. The safety and quiet of insulated ALL-STEEL BODIES and a big, heavy DOUBLE-DROP, GIRDER-TRUSS FRAME giving low center of gravity and infinite sturdiness and strength—a great group of major engineering triumphs *which only Chrysler can offer*. And matching the engineering advancements of the new Chrysler Six in every way, is its striking new beauty—a new distinctiveness of design developed by master body craftsmen.

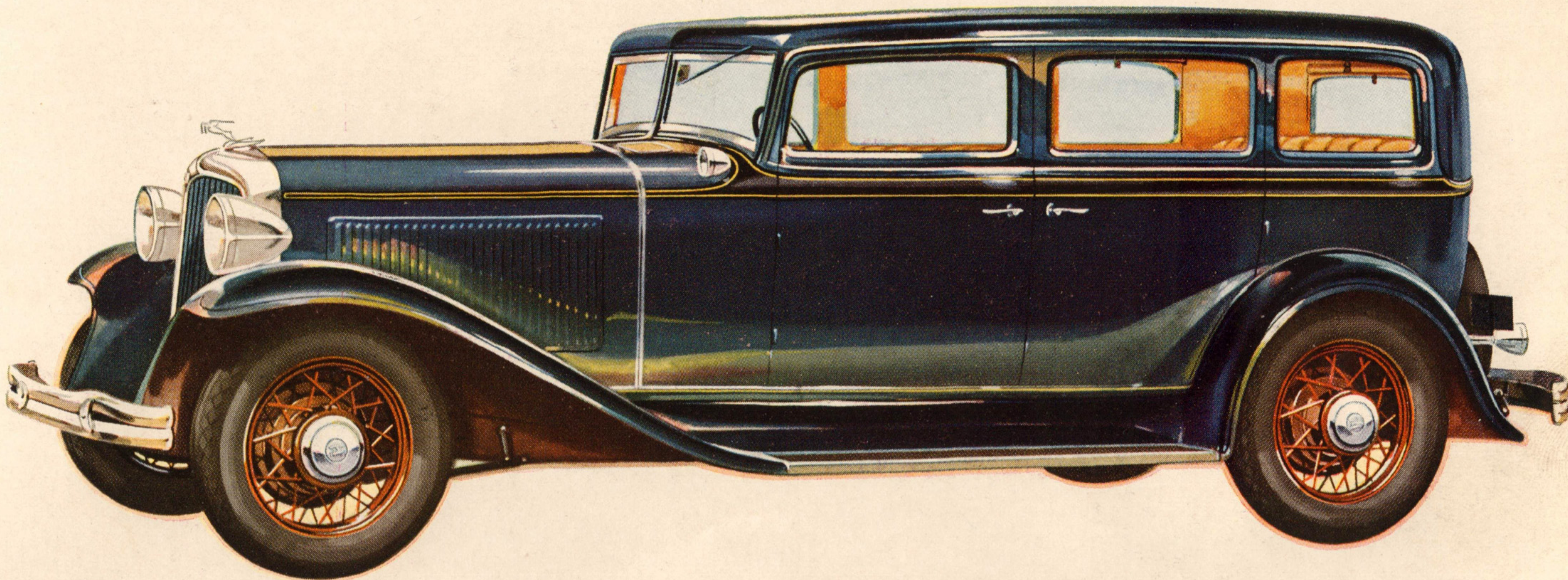
Exterior attractiveness has been immeasurably increased by a new streamlining of body design. A new V-type divided windshield set at a rakish angle in flashing chromium frames, is a style feature heretofore available only on cars of much higher price. Interiors are exceptionally roomy and luxuri-

ously finished with an eye to comfort as well as to style. Cushions are wide and deep and carefully designed for utmost relaxation.

You are invited to take the wheel of a new Chrysler Six with Floating Power to experience for yourself its entirely new *kind* of performance—and incredible smoothness never before expected of a motor car. Drive a new Chrysler Six and learn what a truly modern car really is.

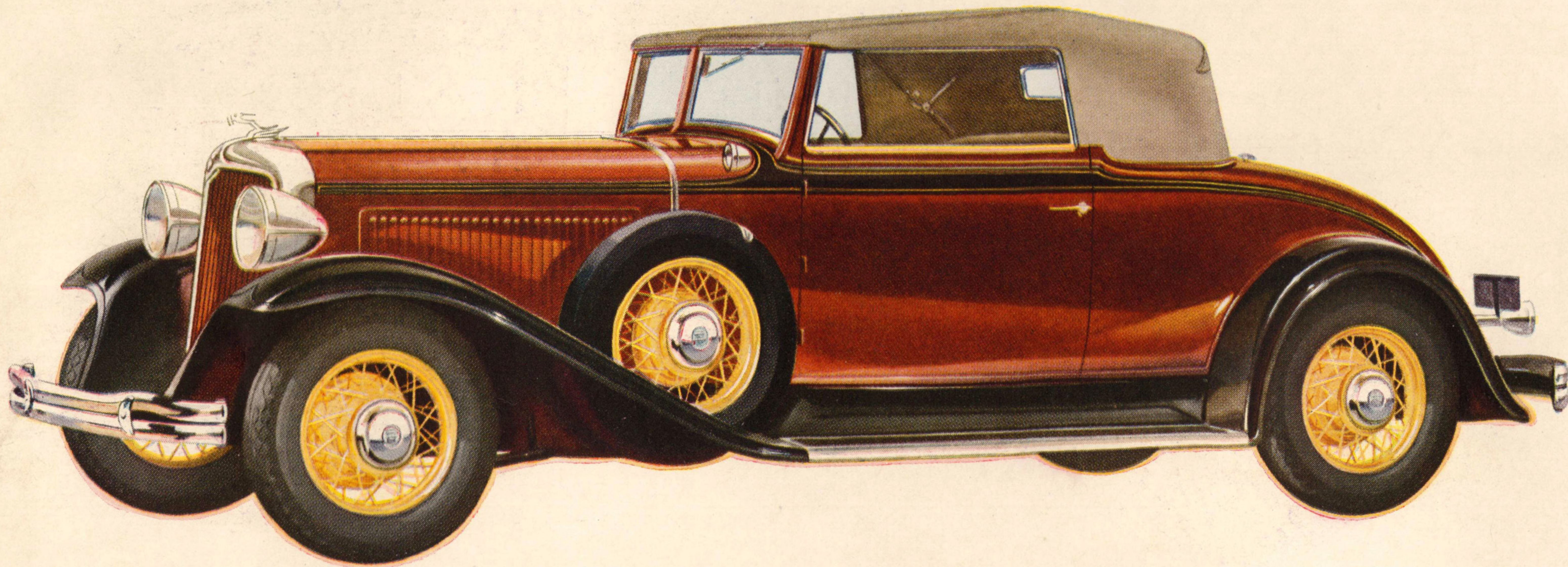
THE smart and impressive front end of the Chrysler Six is the result of a distinctive V-type radiator with its graceful Gazelle radiator cap, bullet-shaped head lamps finished in bright chromium, well-formed fenders and a newly designed double-bar bumper.





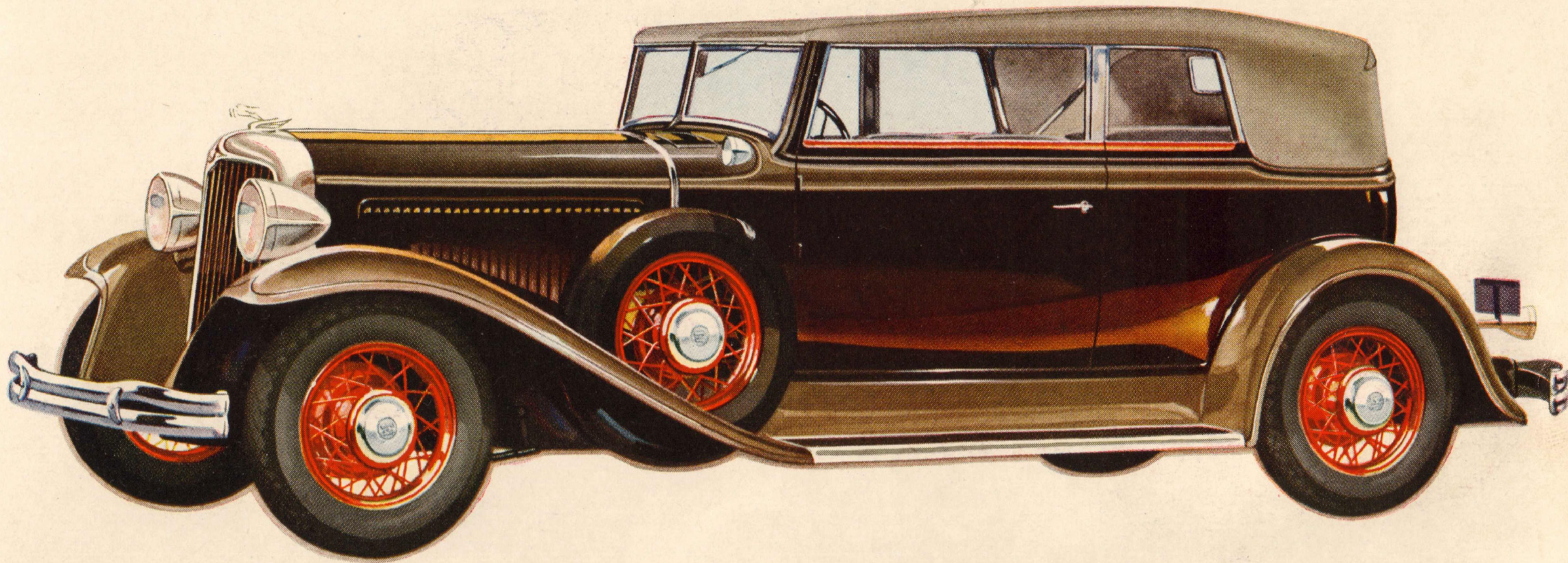
T h e C H R Y S L E R S I X S e d a n

Possessing entirely new lines of grace and beauty, the Sedan for five passengers is a very striking and distinctive body model. Smart, double windshield set in chrome-plated frames, interior sun visor, adjustable front seat, rich and complete interior make it a highly desirable motor car.



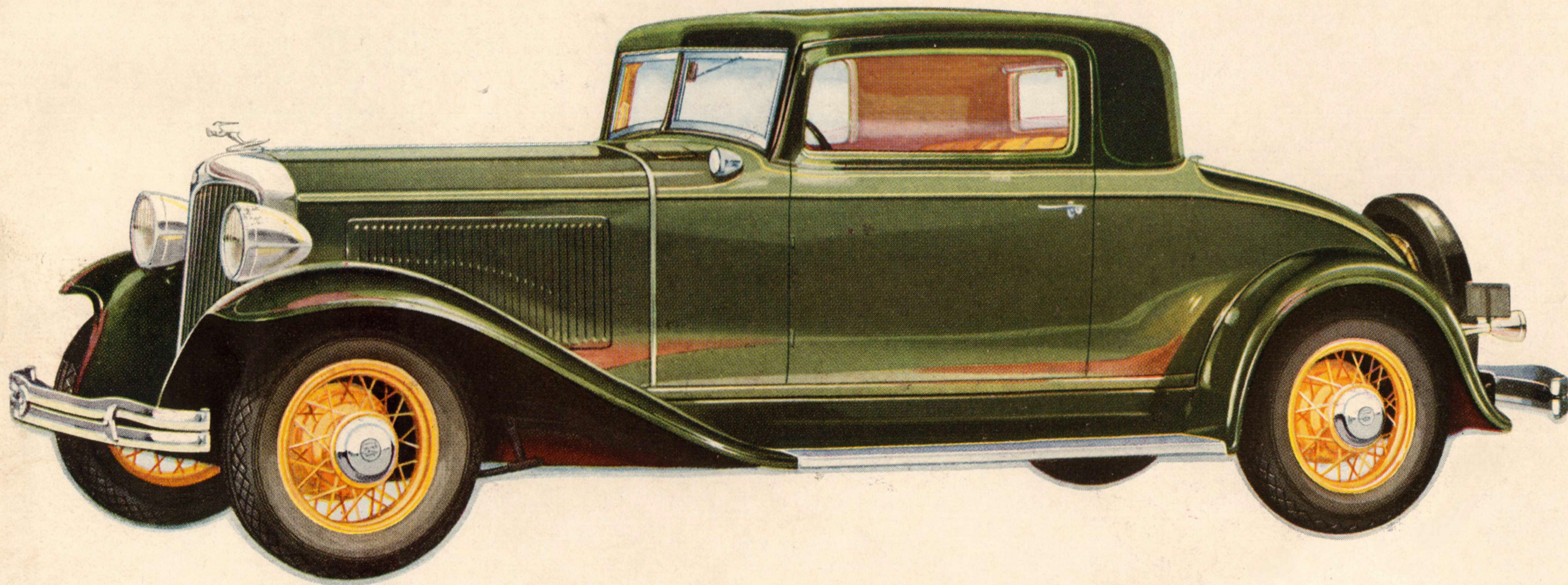
The* CHRYSLER SIX *Convertible Coupe

It would be hard to find a car as smart and as practical as the Convertible Coupe. Its trim, tailored top can be raised or lowered with utmost ease. Fine-grained, hand-buffed leather upholstery harmonizes with body color. Comfortable rumble seat for additional passengers.



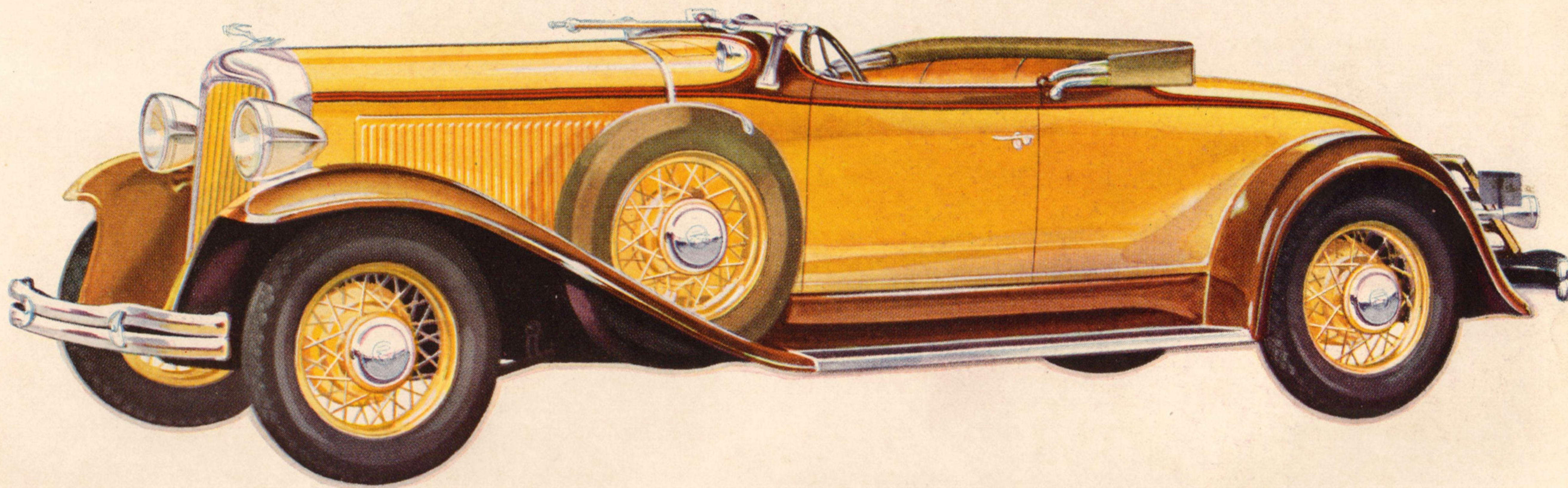
The* CHRYSLER SIX *Convertible Sedan

A smart sedan of customlike distinctiveness or a racy, open phaeton—either can be yours with this new convertible model. Its roomy interior is attractively upholstered in hand-buffed leather. All exterior metalware is finished in chromium. Available in striking color combinations.



The CHRYSLER SIX Two - Passenger Coupe
with Rumble Seat

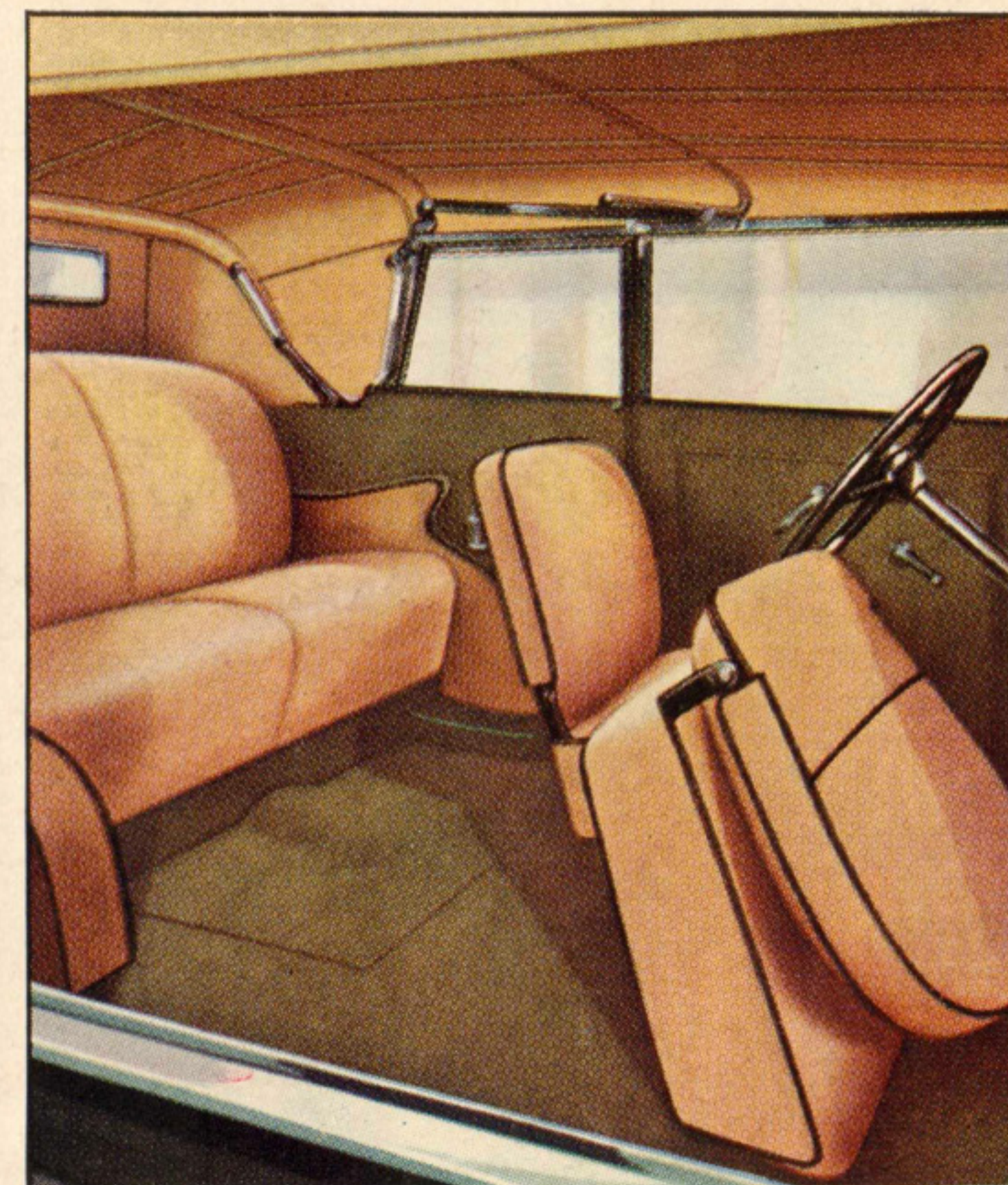
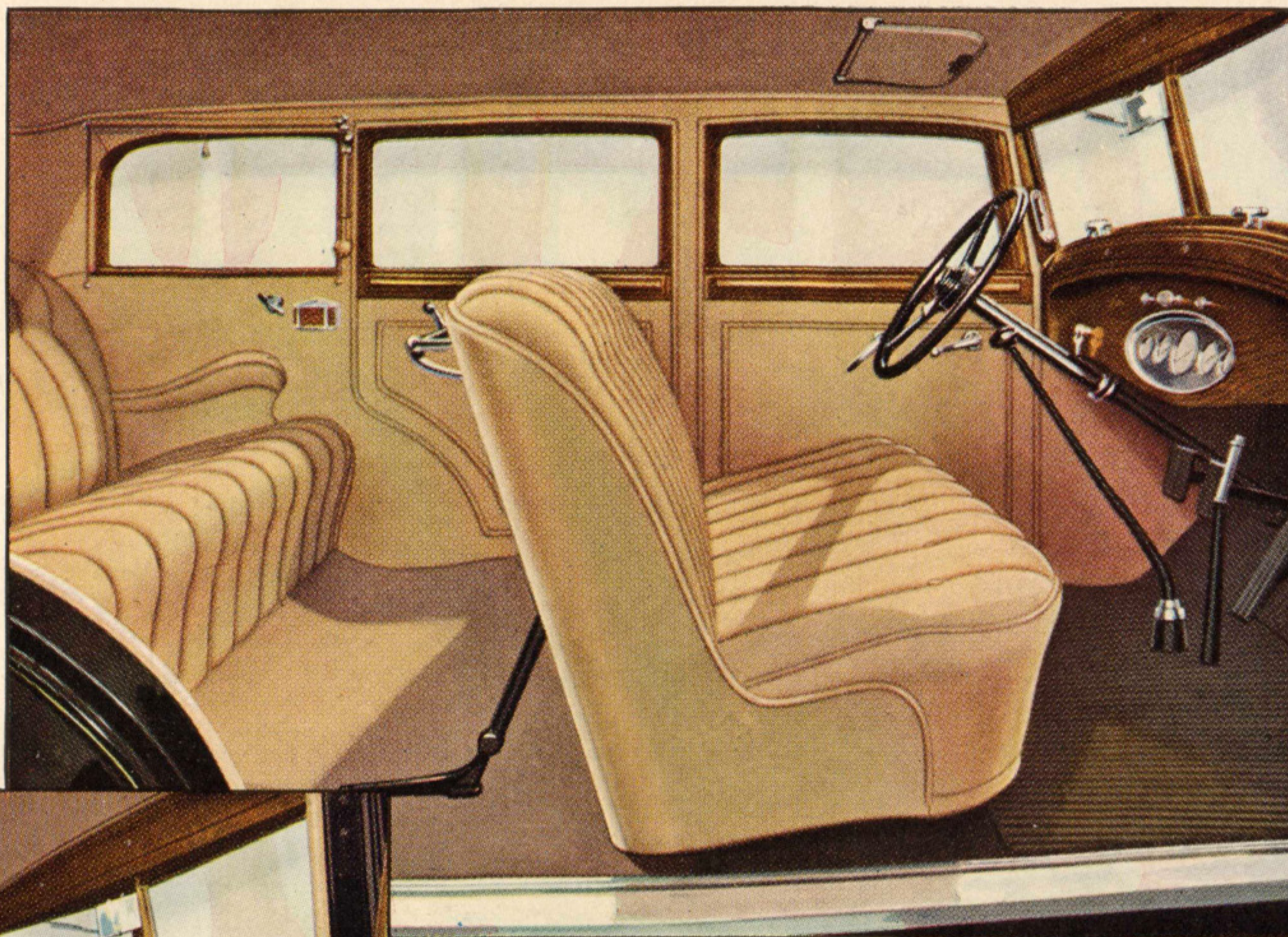
An ideal personal car, this body type is always popular with business and professional men and all those desiring individual transportation. Front compartment seat is unusually wide and deep and a spacious rumble seat in the rear provides plenty of room for two extra passengers.



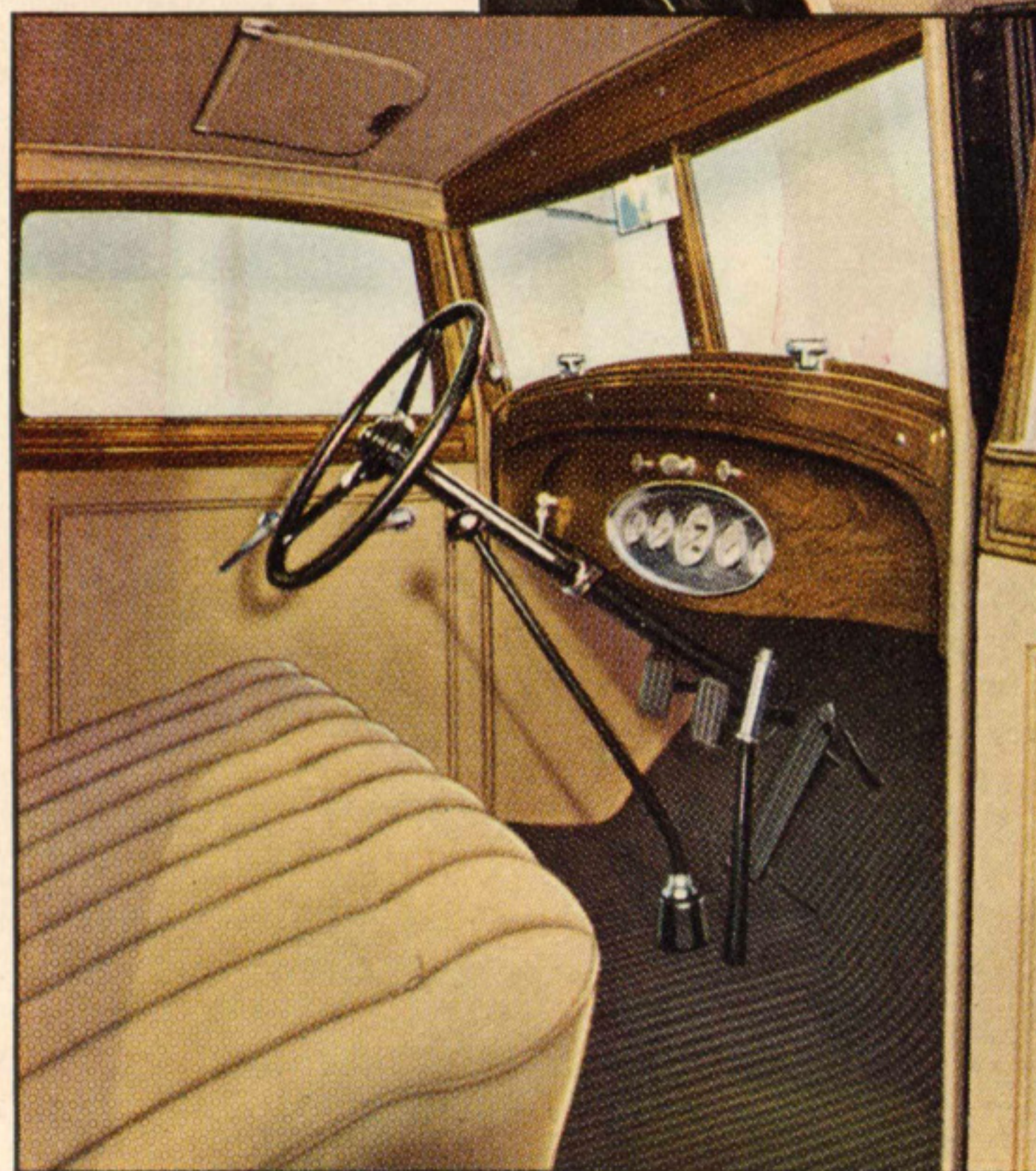
T h e C H R Y S L E R S I X R o a d s t e r

Ably maintaining the Chrysler reputation for leadership in roadster design, this latest product of Chrysler craftsmanship offers vigorous new beauty and spirited performance. A folding windshield, hand-buffed leather upholstery and roomy rumble seat are only a few of its numerous desirable features.

The charming and luxurious interior of the Five-Passenger Sedan is exceptionally roomy and inviting. Correctly shaped cushions with luxury type springs provide utmost relaxation and comfort.

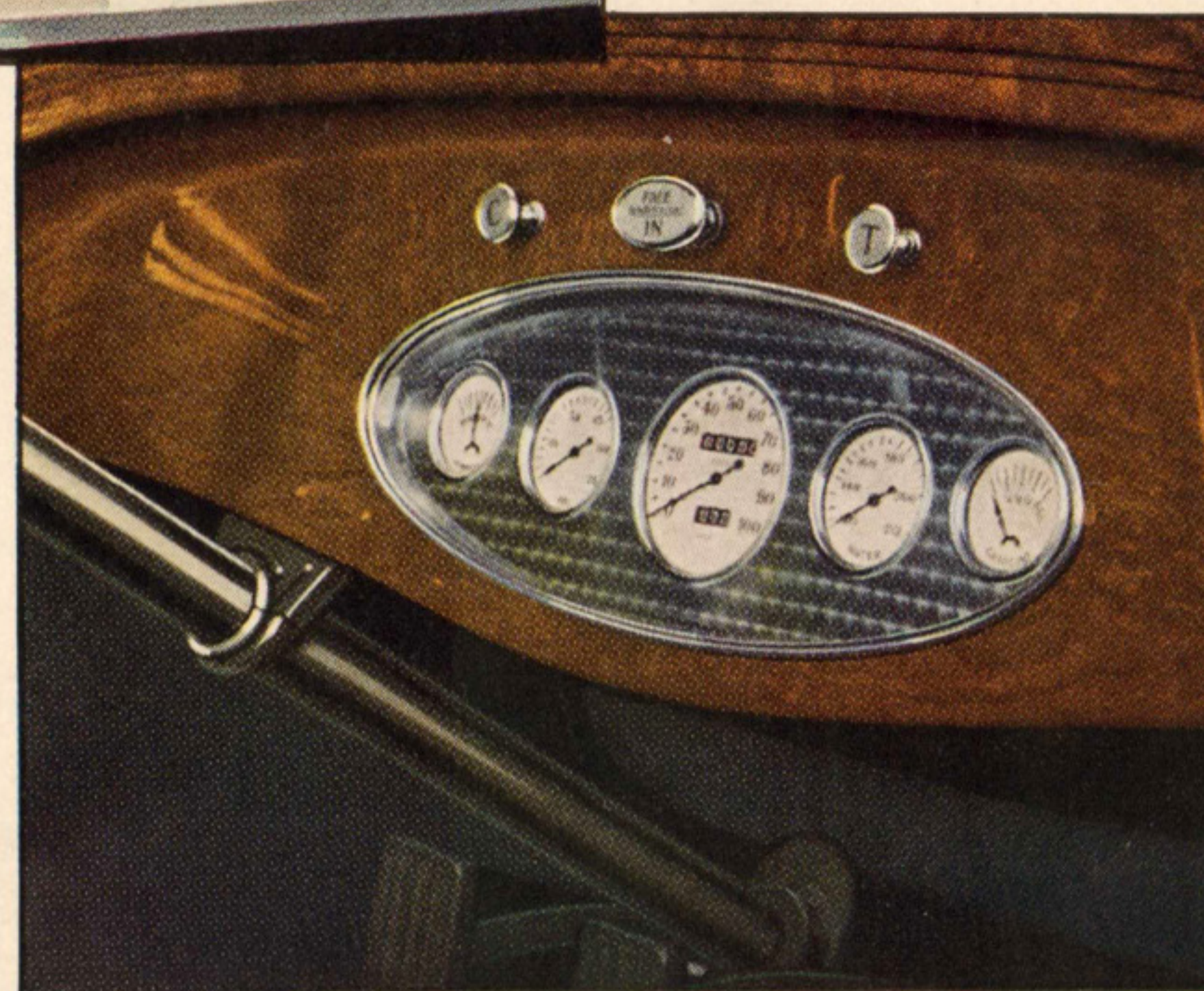


The interior of the Convertible Sedan is finished in hand-buffed Colonial Grain leather. Front passenger seat folds forward for easy entrance and exit.



This interior view of the Coupe with rumble seat reveals the unusual roominess of this body type and the convenient arrangement of all controls.

The unusually attractive instrument panel is mounted on a rich, walnut-finished background. It is indirectly lighted.





The CHRYSLER SIX
Greater in Beauty . . .
Greater in Style



MASTERFUL coachwork and ingenious interior designing by Chrysler engineers has resulted in bodies of rare interior as well as exterior excellence. Of all-steel insulated construction—safe, quiet and long lived—each new Six body is tastefully finished and equipped to give every convenience and comfort.

The smart, sloping, V-type double windshield, framed in attractive chrome-plated bands, gives the Chrysler Six a customlike distinctiveness and carries out the streamline motif originating in the radiator. Each windshield window swings open independently and together with easily operated cowl ventilators gives ample and controlled ventilation.

The Five-Passenger Sedan and Two-Passenger Coupe are beautifully upholstered with an excellent quality Bedford cord or mohair; the all-weather Convertible Coupe and Sedan interiors are handsomely tailored in fine, hand-buffed Colonial-grained leather. The front seat of the Sedan and the driver's seat of the Two-Passenger Coupe and Convertible Coupe are adjustable.

Adding still further to carefree and enjoyable operation are: a comfortable rubber-covered treadle-type accelerator; thin-rimmed, three-spoke steering wheel; glare-proof, rear-view mirror; inside, adjustable sun visor and suction-type windshield wiper. An extremely attractive, newly designed instrument panel with all instruments plainly visible provides every device essential to an accurate knowledge of car performance.

All interior hardware is attractively designed and finished in lustrous nickel. Arm rests, smoking sets, assist cords, robe rail, foot rest, dome light, and windows, are among the tastefully selected and complete appointments of the rear compartment of the Sedan models.

The CHRYSLER SIX
82-Horsepower Engine
with Floating Power

THERE are actually no words to describe the sensational new smoothness of the Chrysler Six. All vibration at all car speeds has been completely wiped out.

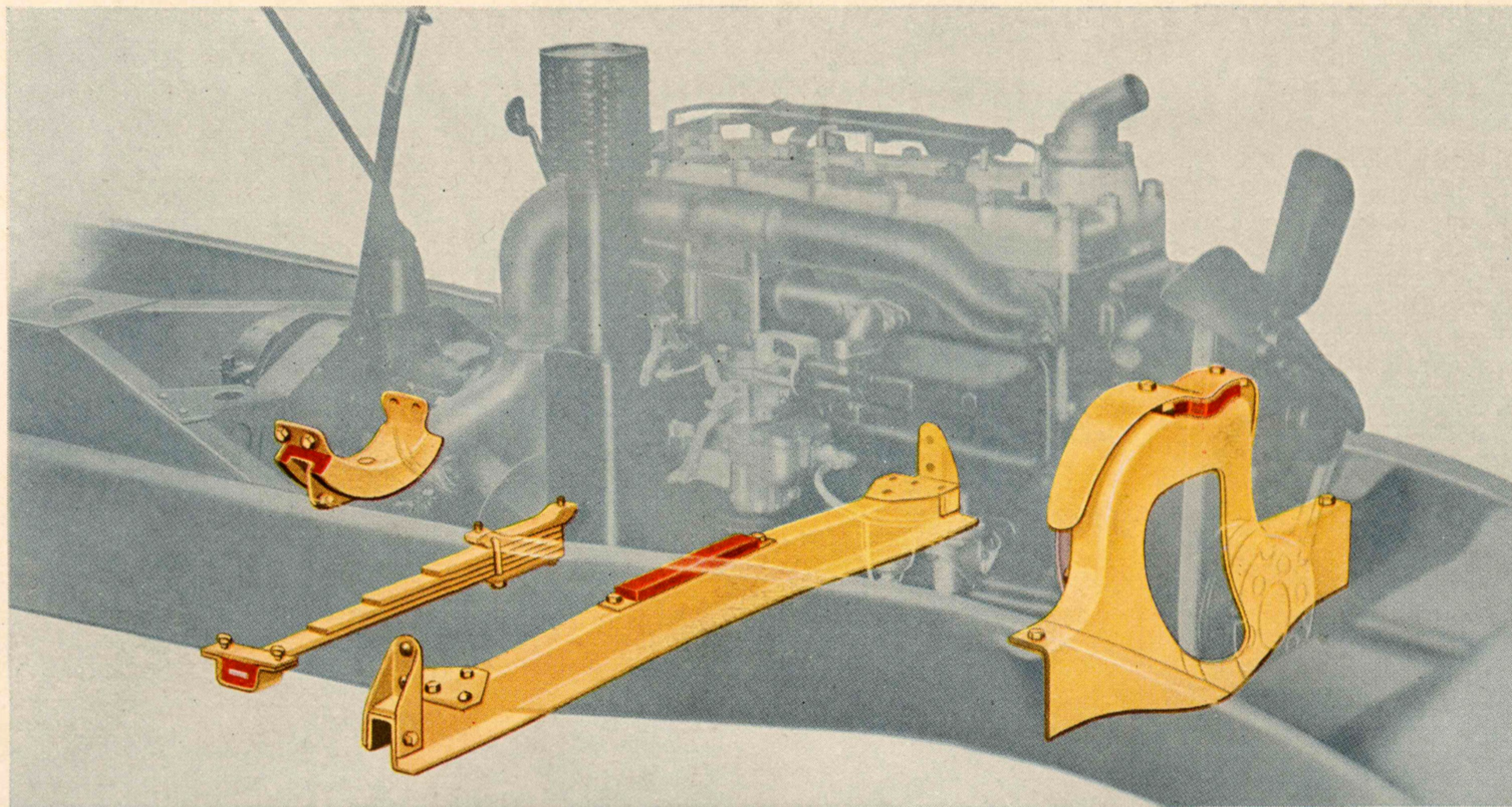
This astonishing new smoothness of the Chrysler Six is the result of a new engineering principle—Floating Power—developed by Chrysler engineers for exclusive use in Chrysler Motors products. Floating Power is an entirely new *kind* of engine suspension. The power plant is supported in perfect balance on two engine mountings of combined rubber and steel. This method of mounting allows the engine to oscillate slightly on its natural axis, in perfect balance, thus dissipating the impulses of its explosions, eliminating the transmission of engine

vibrations to the chassis and body, and resulting in a smoothness of operation that is phenomenal. Scientific minds regard Floating Power as the greatest single advantage a modern motor car could have.

Combining with Floating Power to produce the amazing new performance ability of the Chrysler Six is its sturdy 82-horsepower, six-cylinder engine. Features of the engine are: a heavy, perfectly balanced, counterweighted crankshaft, equipped with impulse neutralizer; Chrysler designed high-compression cylinder head; quiet, chain-driven camshaft; aluminum alloy steel strut pistons, modern fuel system with fuel pump, oil filter, air cleaner and intake silencer, and force feed lubrication.

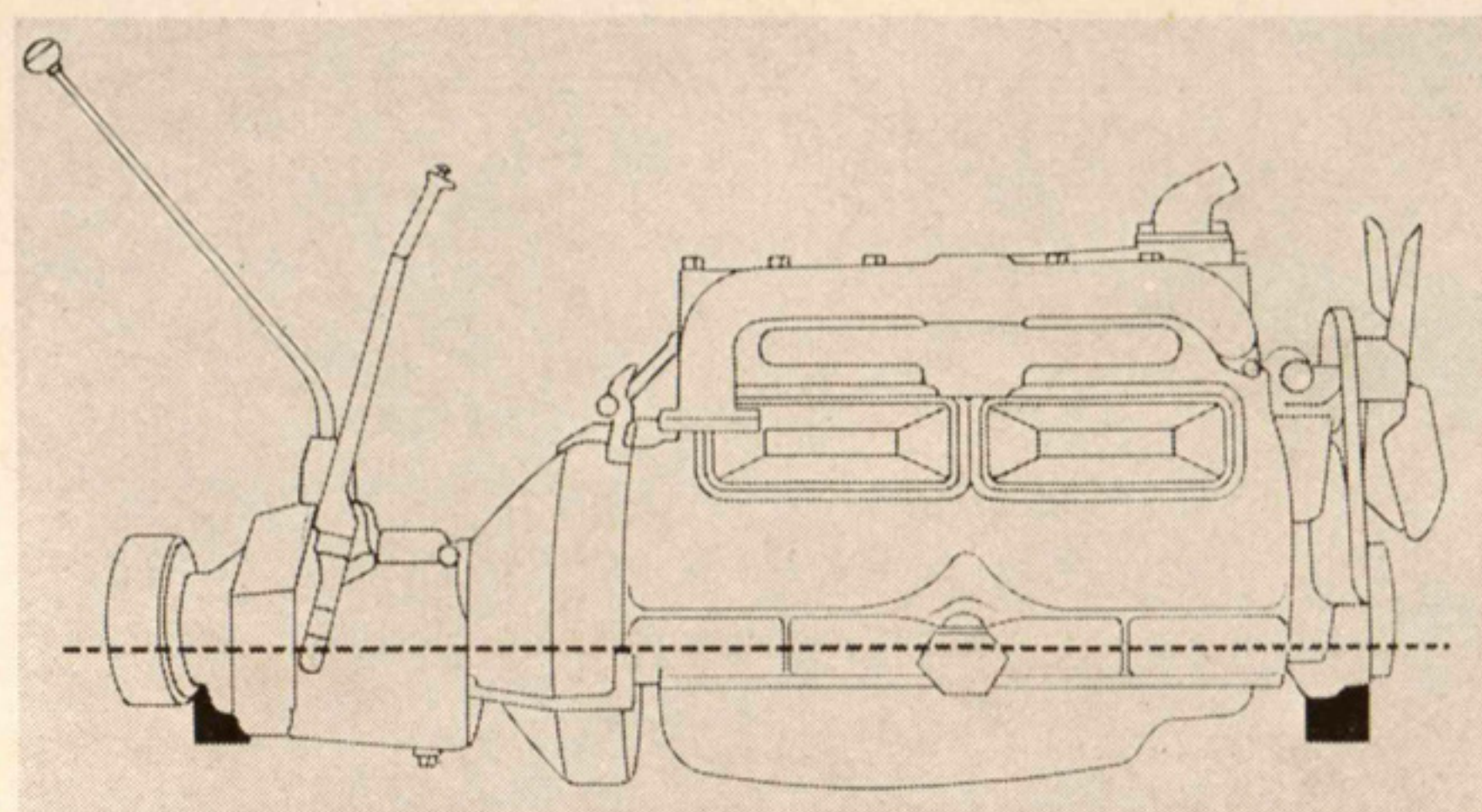
The remarkable new performance ability of the Chrysler Six engine is further enhanced by the new Automatic Clutch, the Silent Gear Selector, the Silent-Second, Easy-Shift Transmission and Free Wheeling, all of which share in producing the smoothest, most effortless, most enjoyable motor car operation you have ever experienced.

Expect as much as you like of this new Chrysler Six. You will still be agreeably surprised.



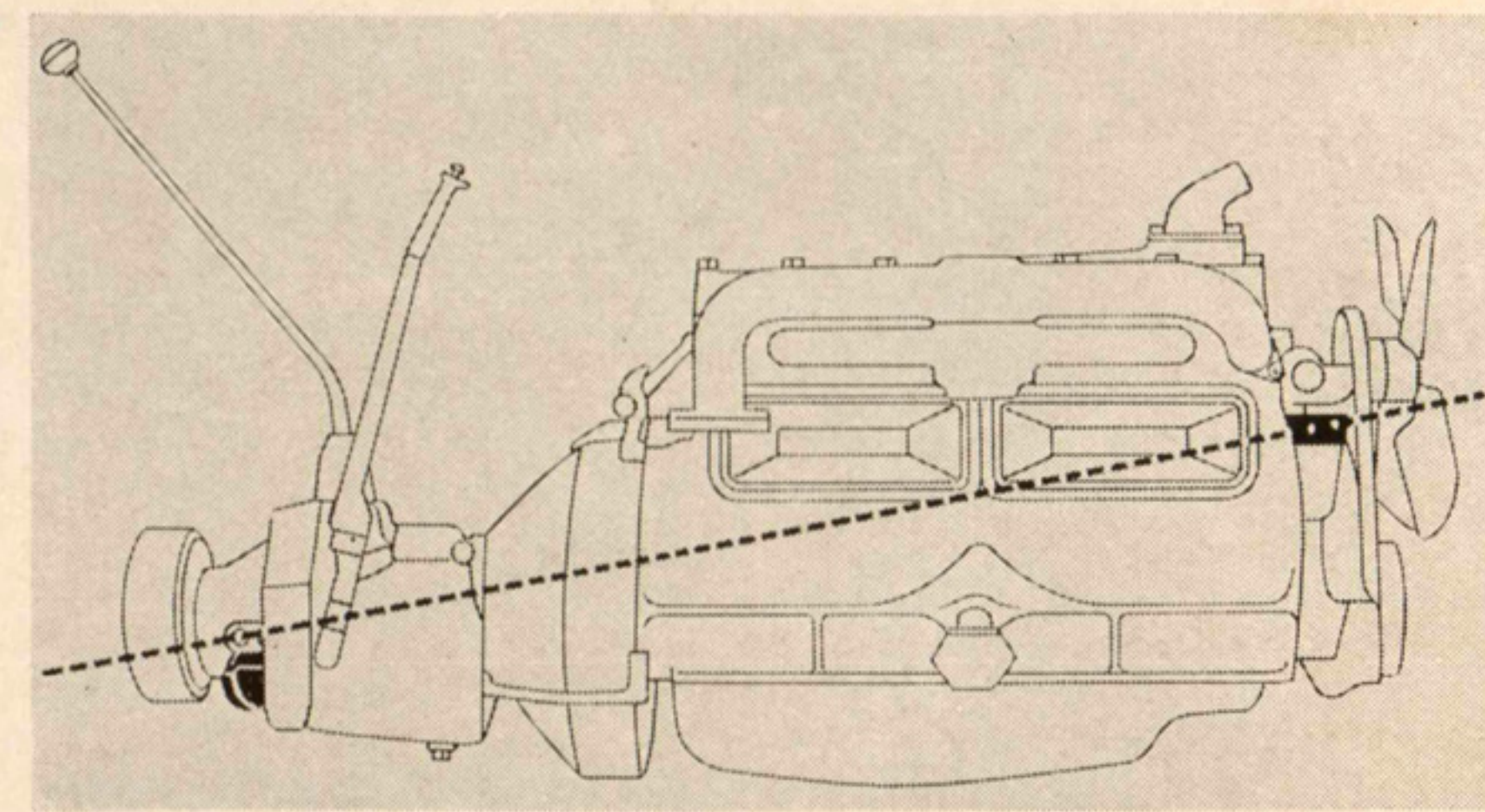
CHRYSLER SIX FLOATING POWER

The revolutionary engineering principle which produces such remarkable smoothness in the New Chrysler Six is called Floating Power. It is an entirely new kind of engine suspension. The engine is literally floated on two mountings of combined rubber and steel. This view shows the position of the two mountings, the cantilever spring which serves as a stabilizer, and also indicates the motor rest which assists in dampening engine torque.



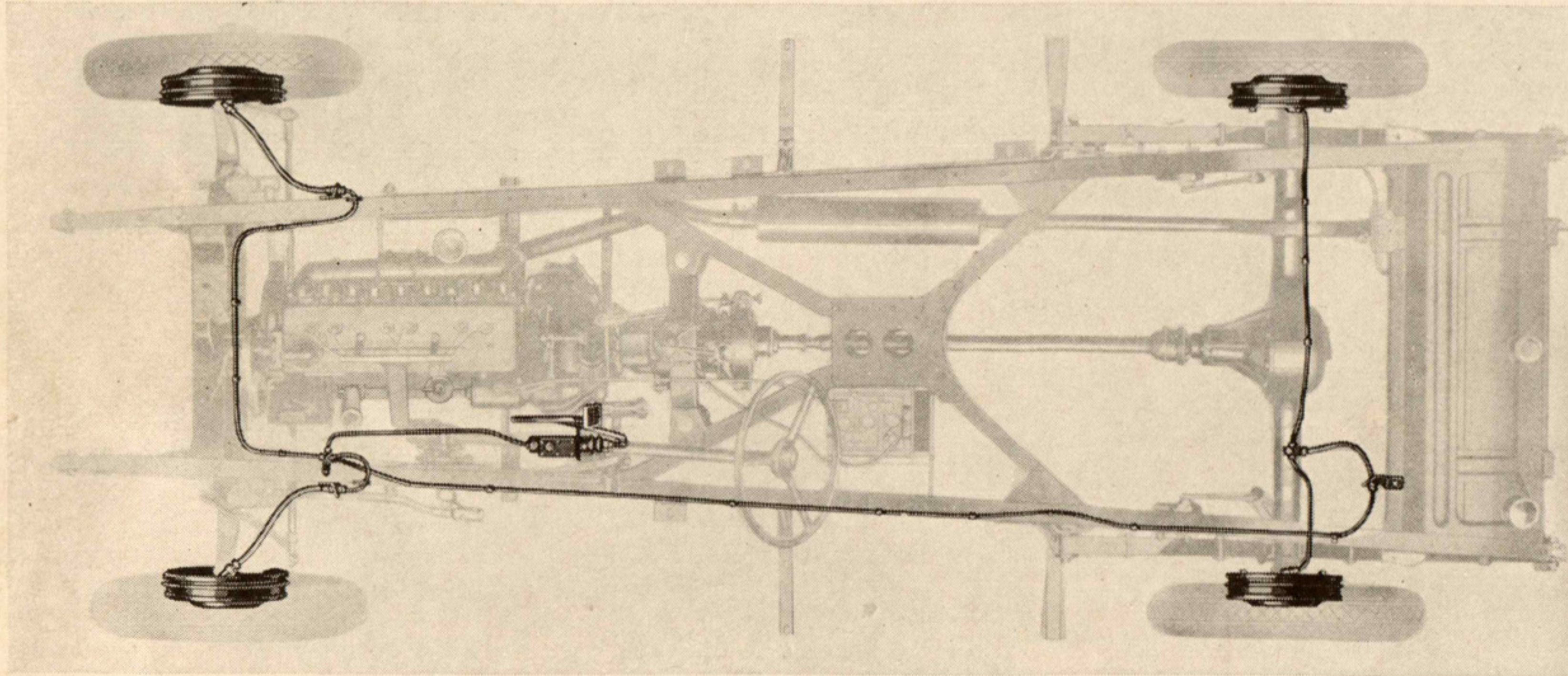
The diagram at the left shows the old method of mounting an engine. There is more weight above the mountings than below and the engine is firmly attached to the frame at three or more points.

The view at the right shows the Floating Power way of mounting the engine. The mountings are so located as to support the engine in perfect balance and so constructed that the engine is permitted to rock slightly, thus dissipating its own power tremors.

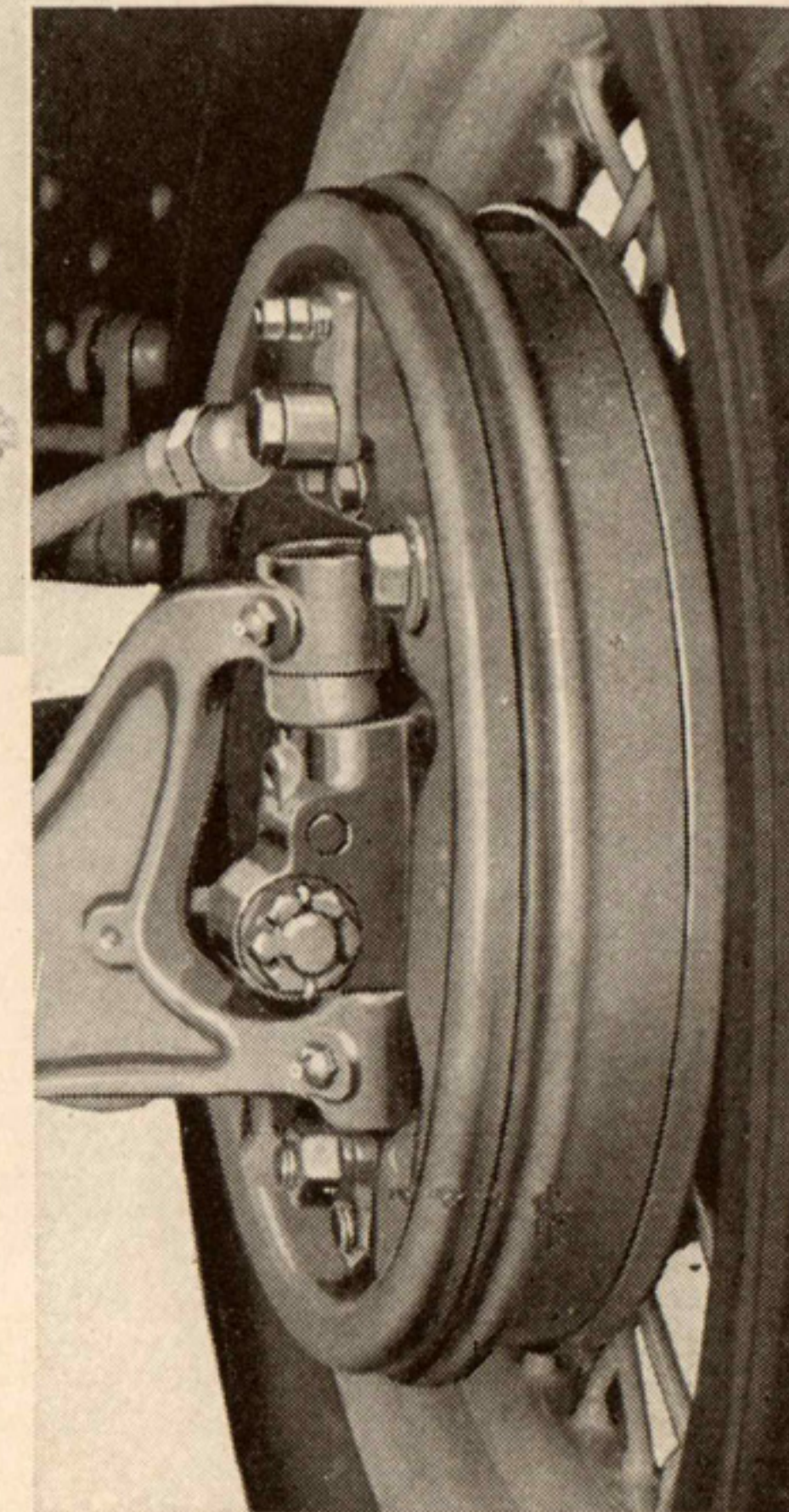
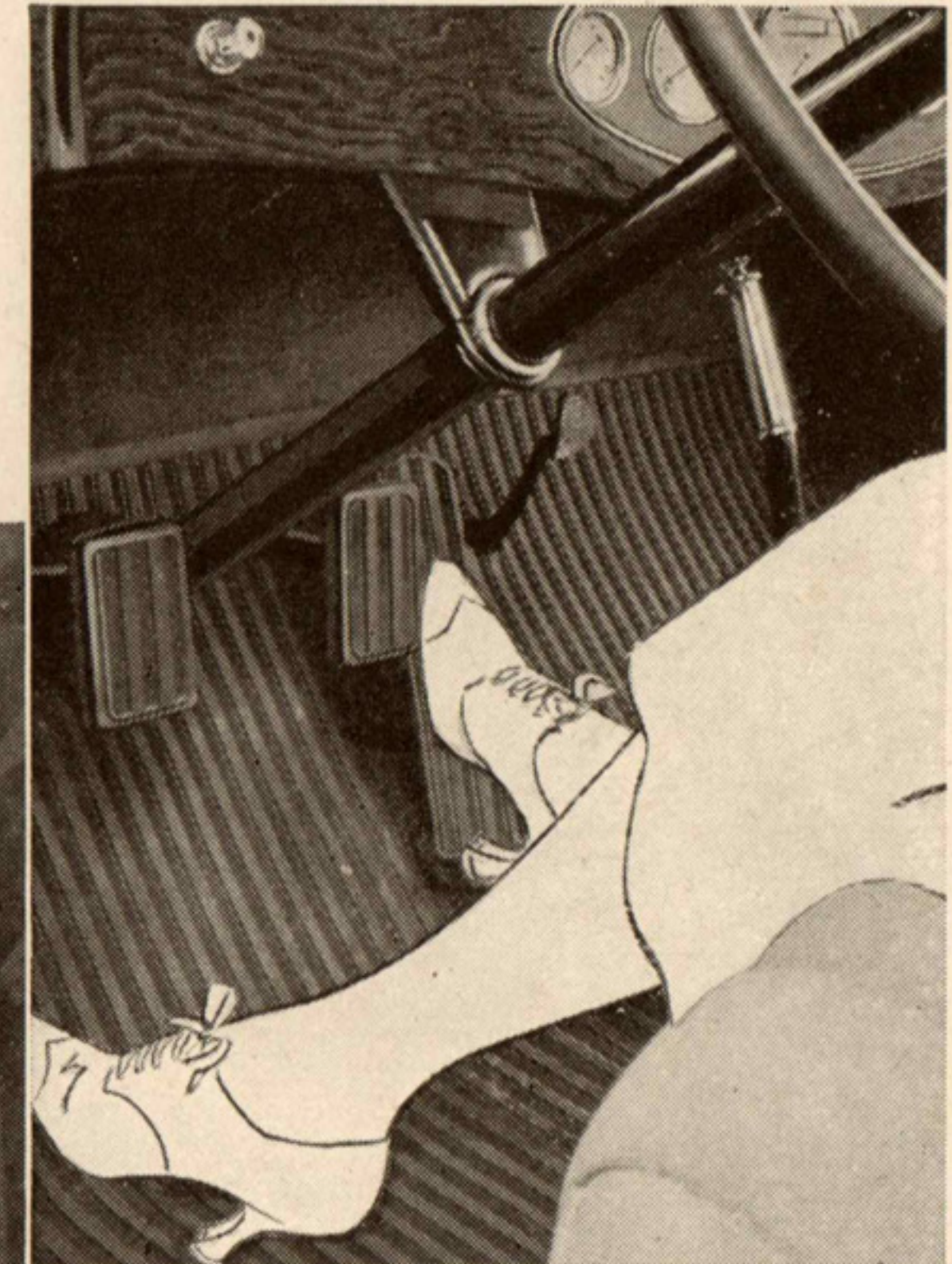


FEATURES *of the* CHRYSLER SIX

that make it the greatest value in the medium-priced field



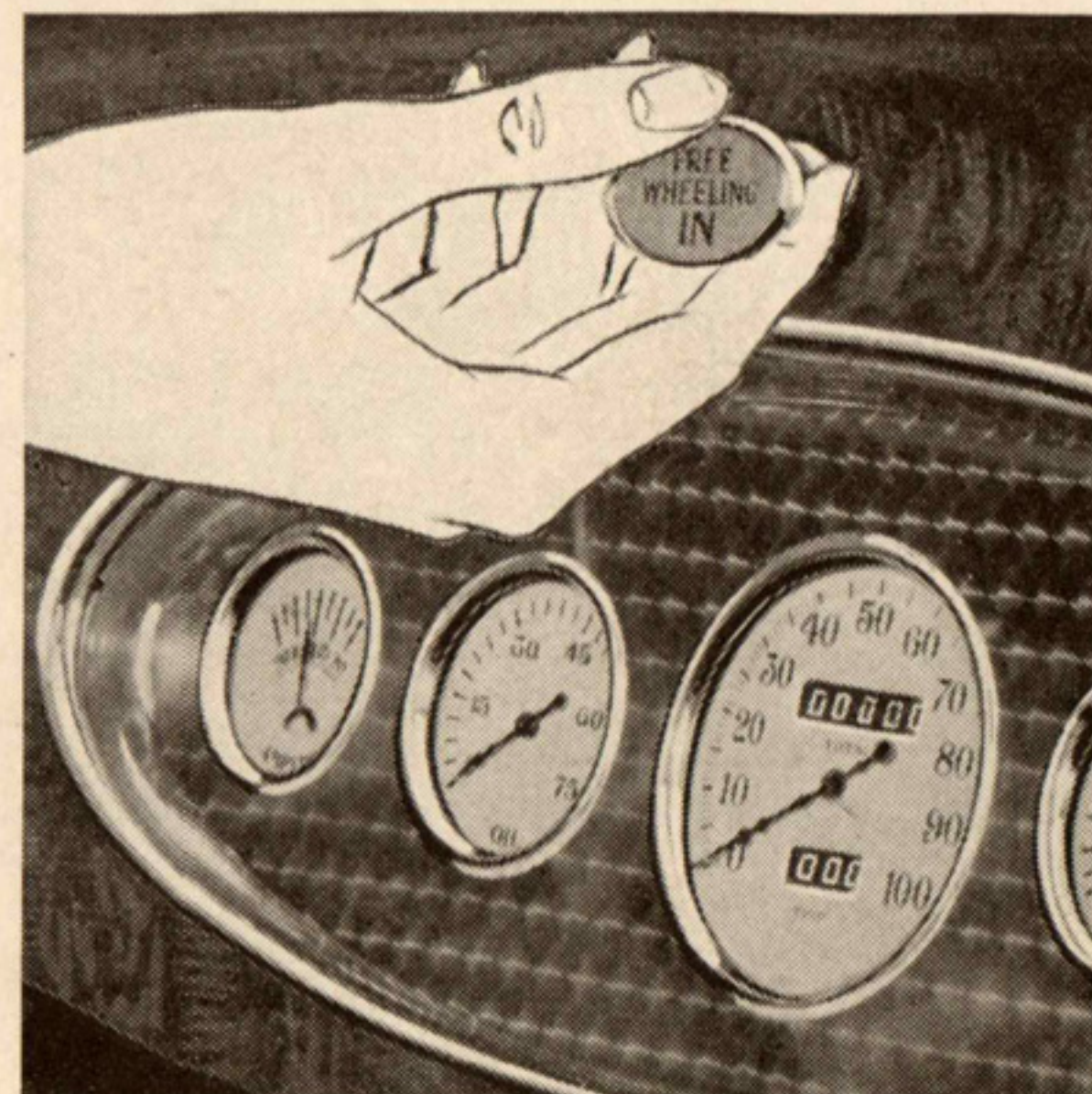
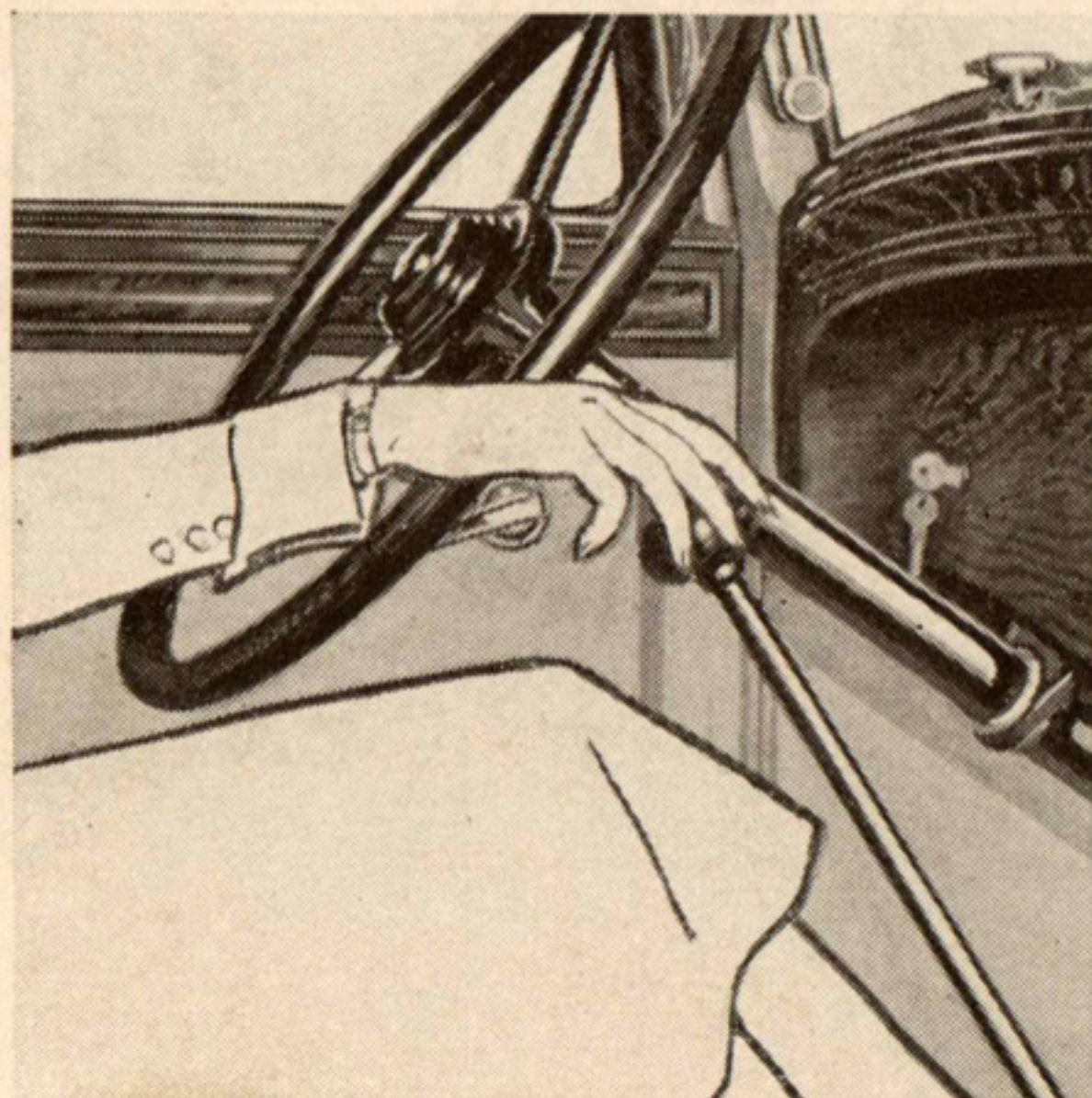
Chrysler weatherproof Hydraulic Brakes provide positive, perfectly equalized brake action at all times.



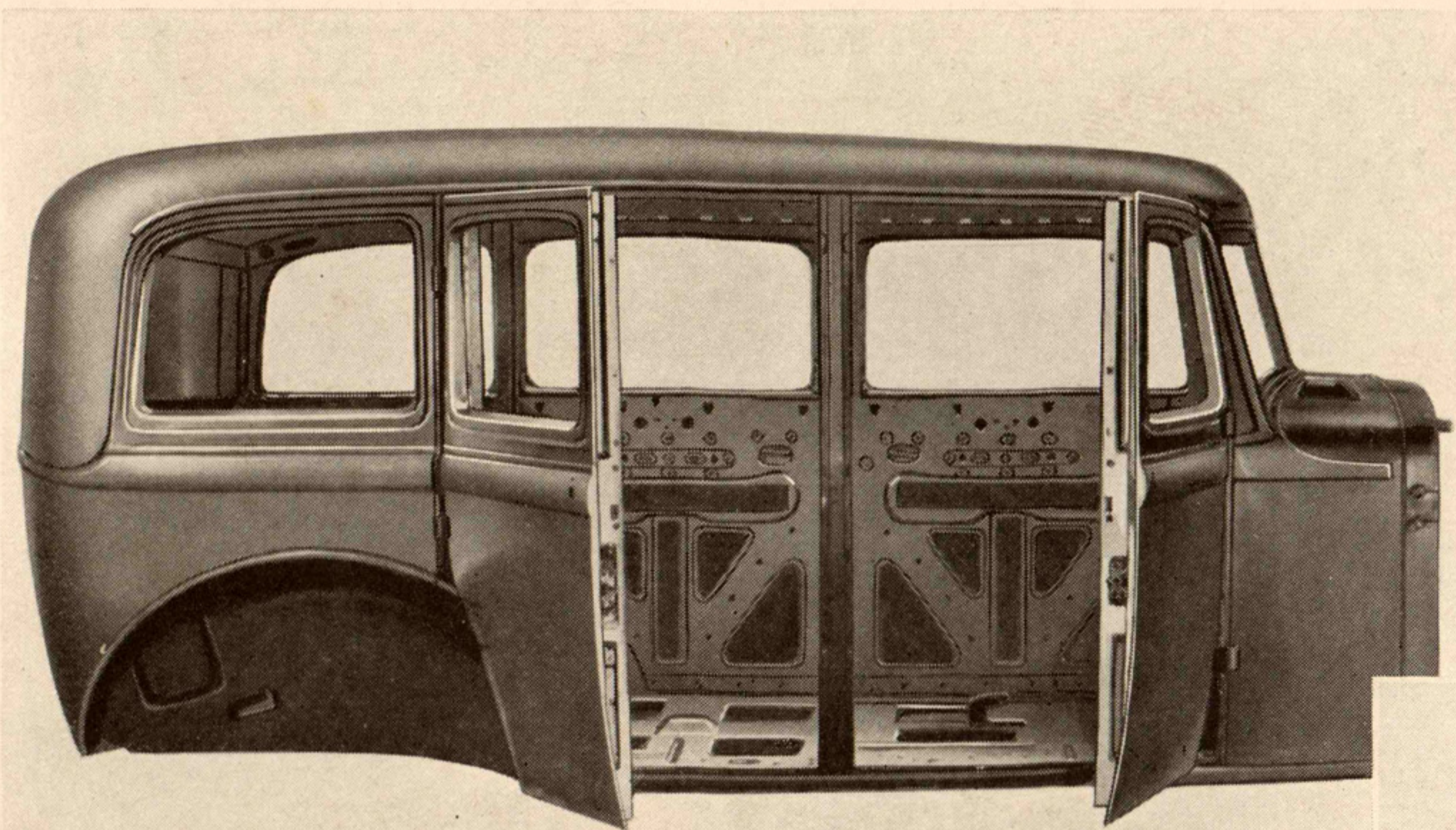
There is no need to depress the clutch pedal on the Chrysler Six because it can now be done automatically by the new Automatic Clutch.

New Centrifuse brake drums—steel drums with cast iron linings—provide more efficient braking and longer brake lining wear.

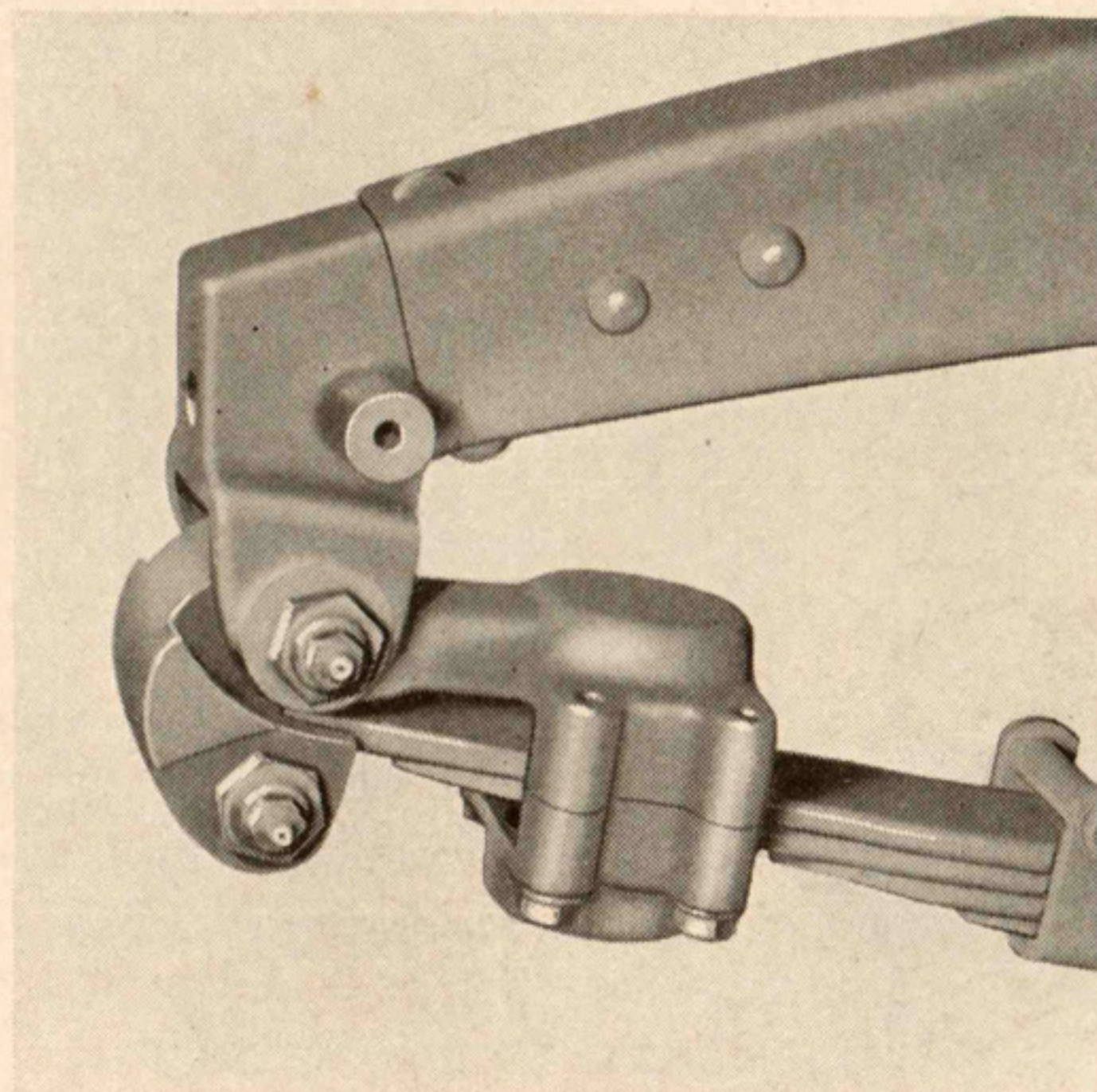
Quiet, easy, speedy selection of gears is made possible through a Silent Gear Selector and the Silent-Second Transmission.



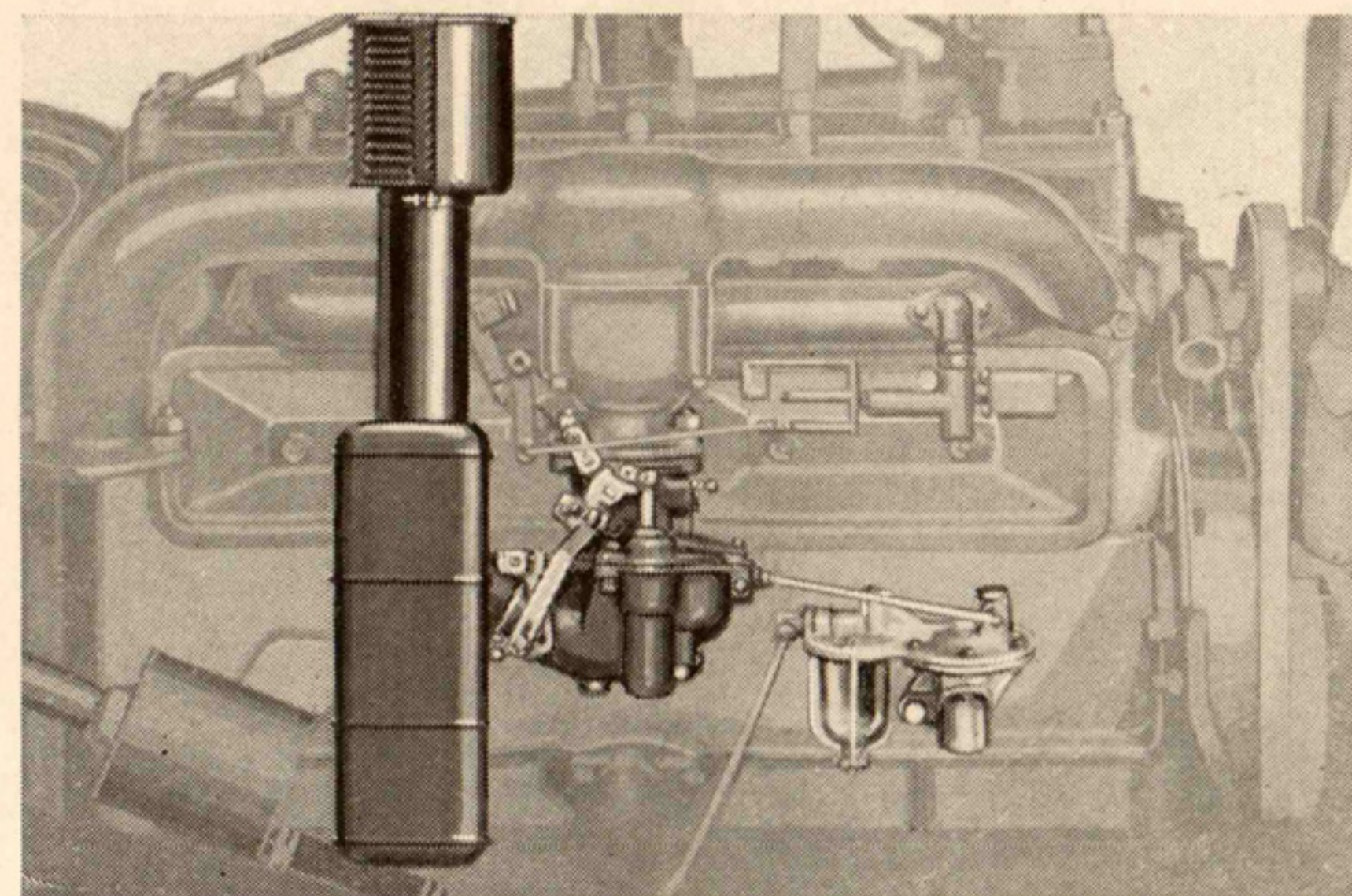
The Chrysler Six Free Wheeling device is entirely selective and is operated by a control button on the dash.



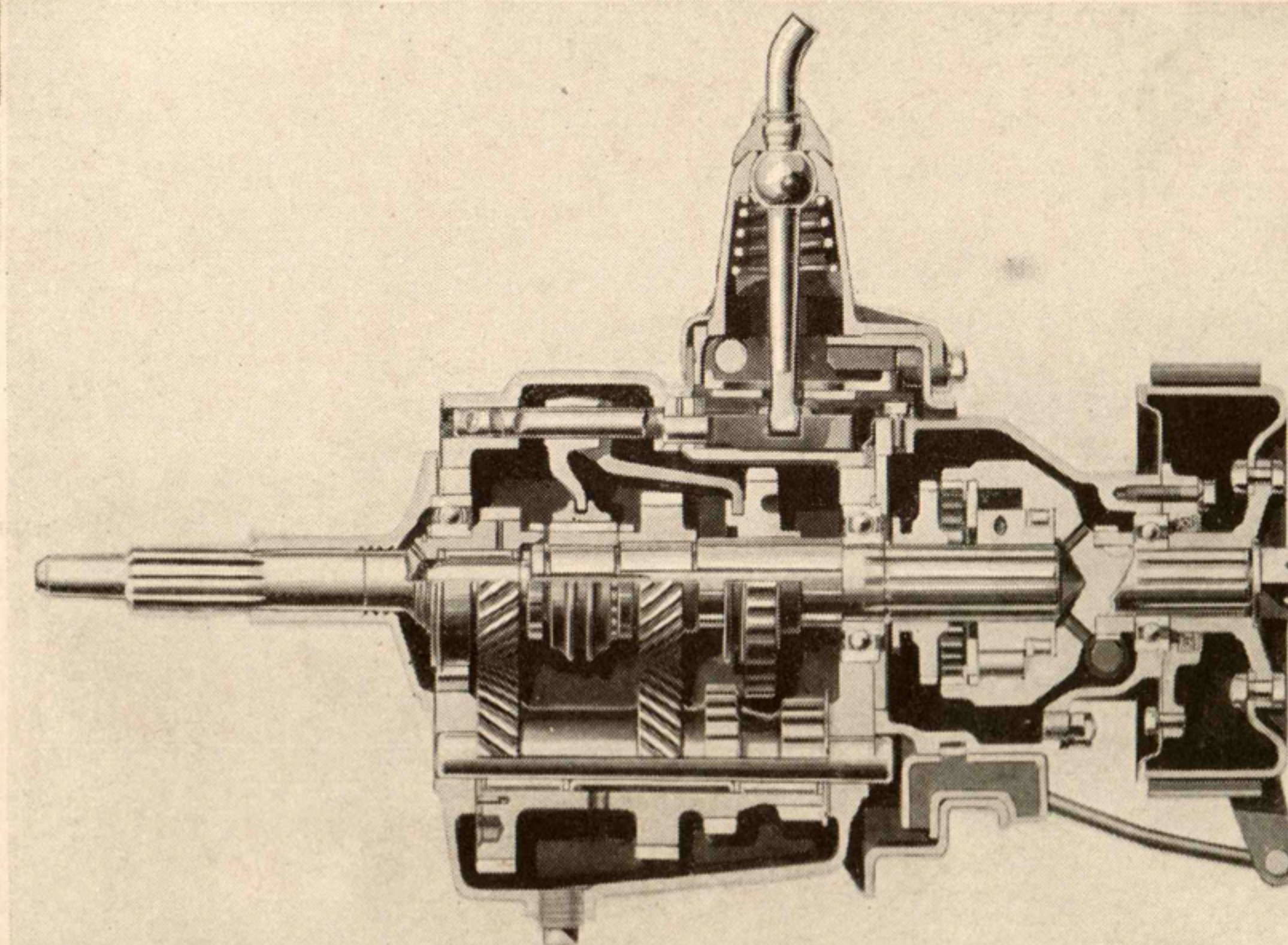
Chrysler Six steel bodies are constructed entirely of steel, resulting in the strongest and safest motor car body ever built. Being completely and carefully insulated with sound-deadening materials, they are permanently quiet.



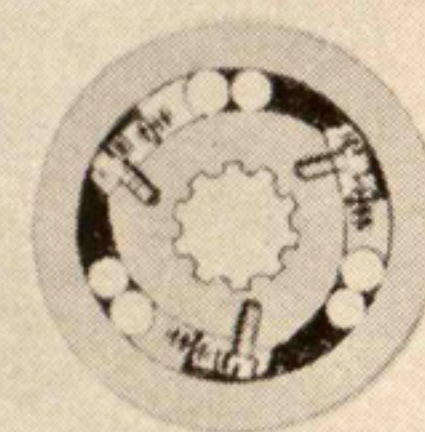
This ingenious kick shackle device, mounted on the left front spring, prevents the transmission of road shocks to the steering wheel.



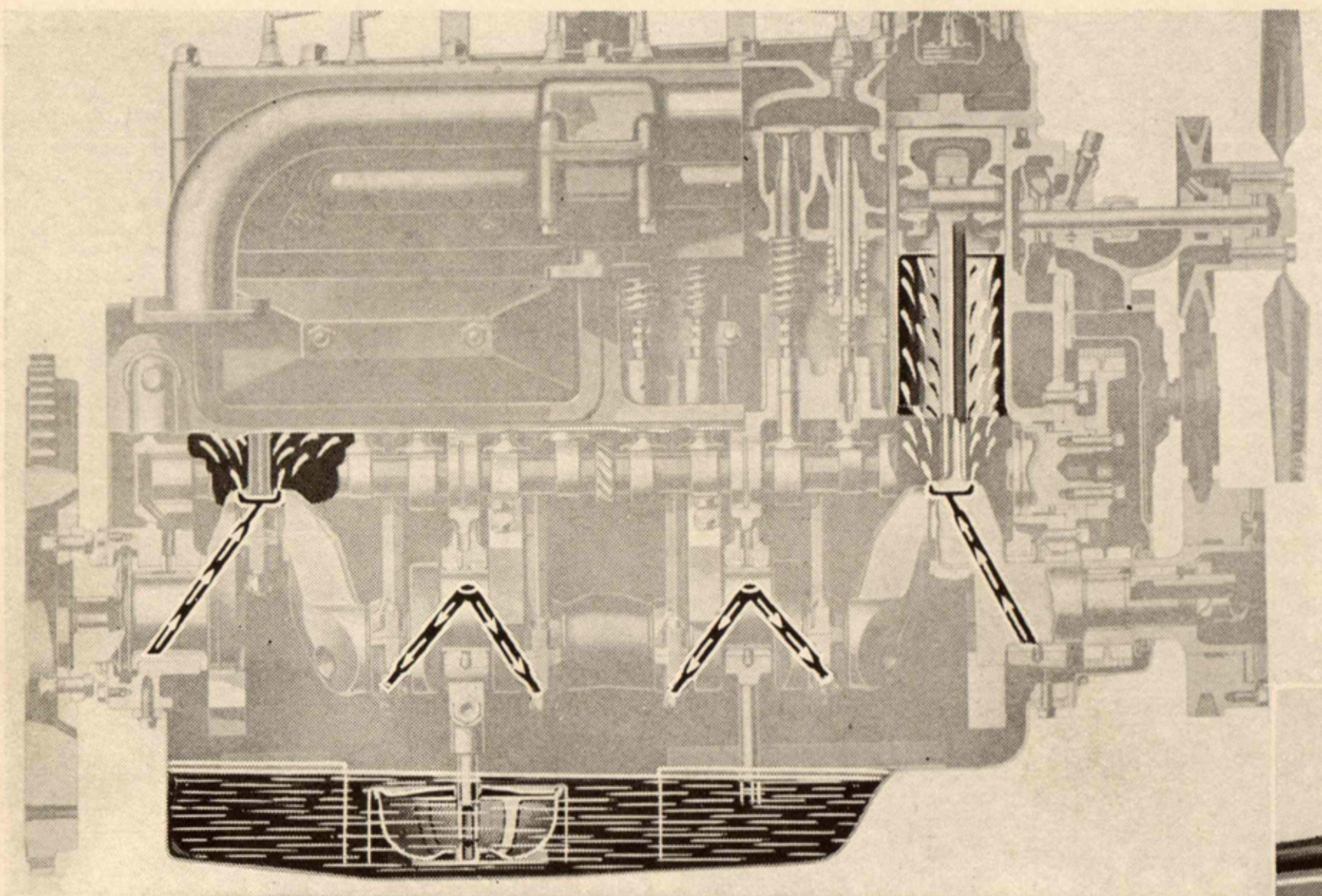
The Chrysler Six fuel system is equipped with fuel pump, accelerating pump, air cleaner, intake silencer and highly developed carburetion and manifold distribution.



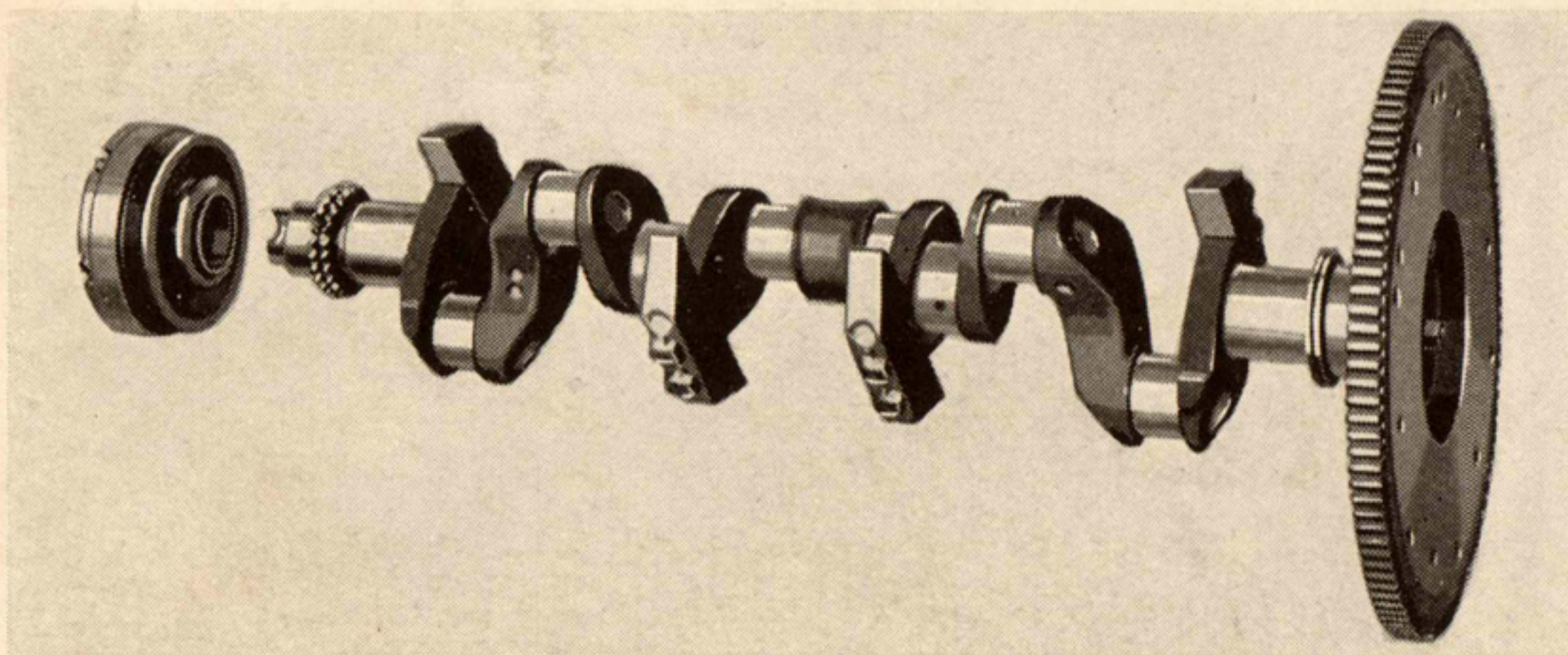
The Chrysler Six Easy-Shift Transmission with Silent-Second provides quick, quiet acceleration in all speeds and a perfectly quiet second gear.



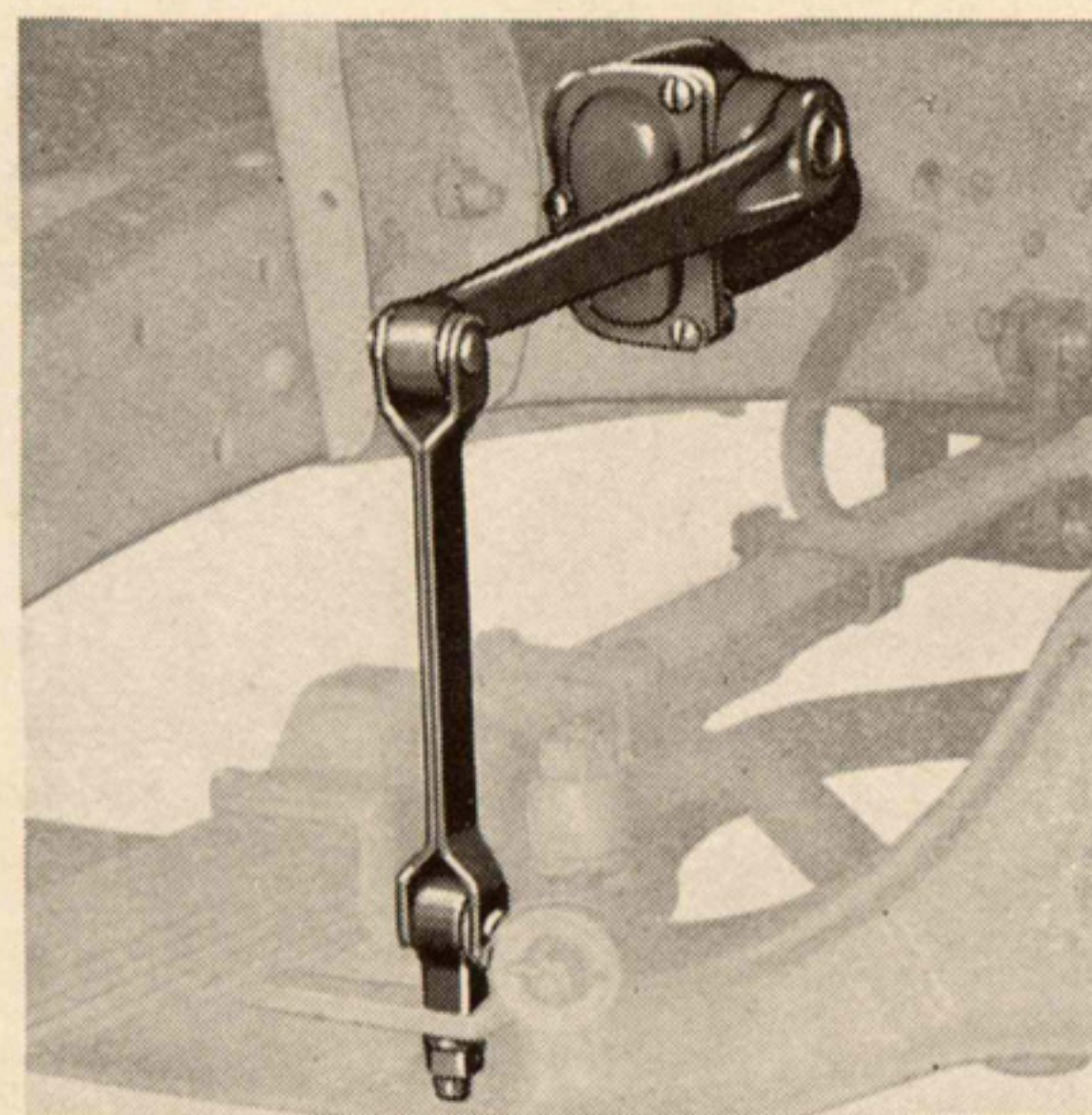
End view of the Chrysler Six Free Wheeling unit.



Chrysler Six engine lubrication provides a constant stream of oil under pressure to every vital engine part.

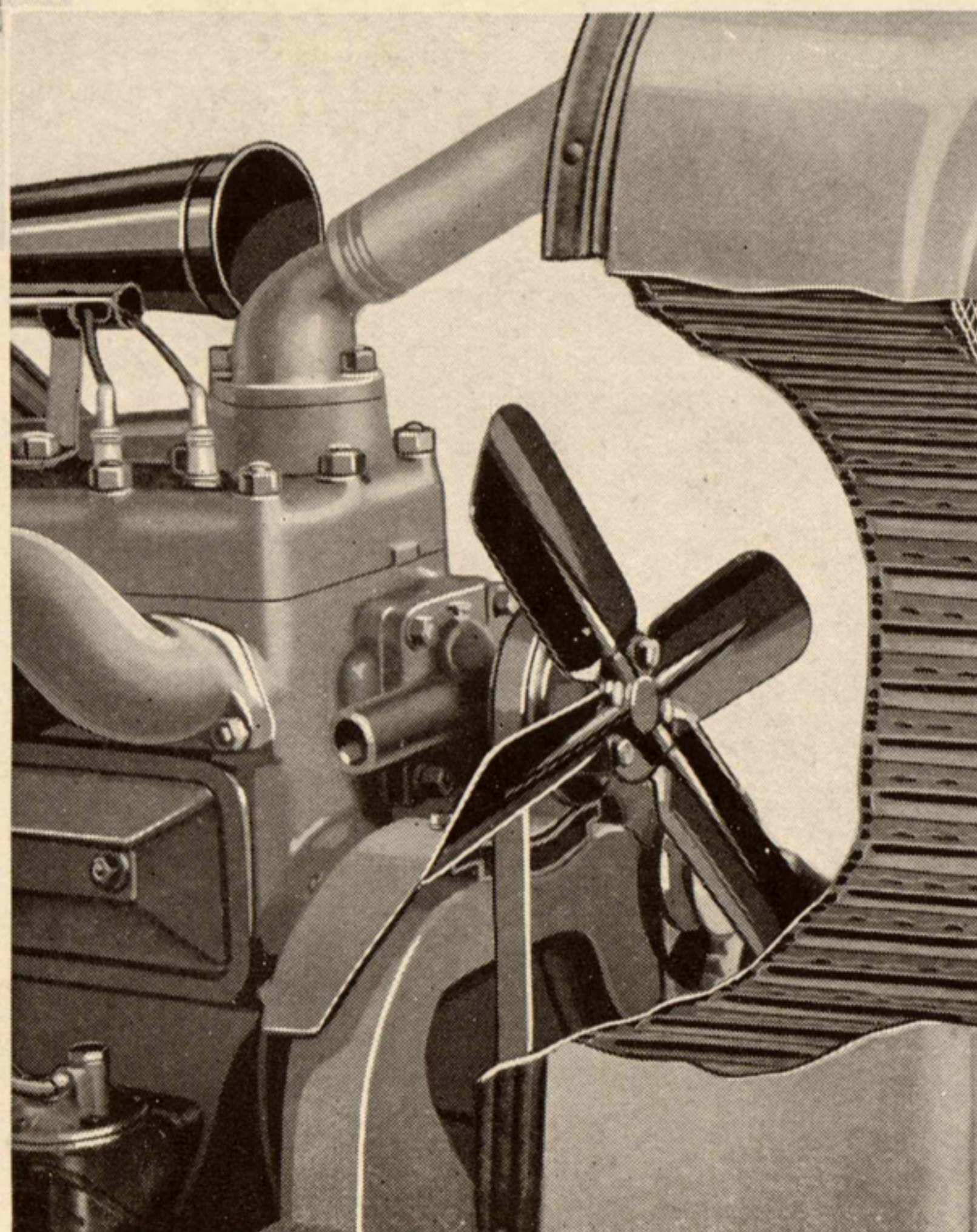
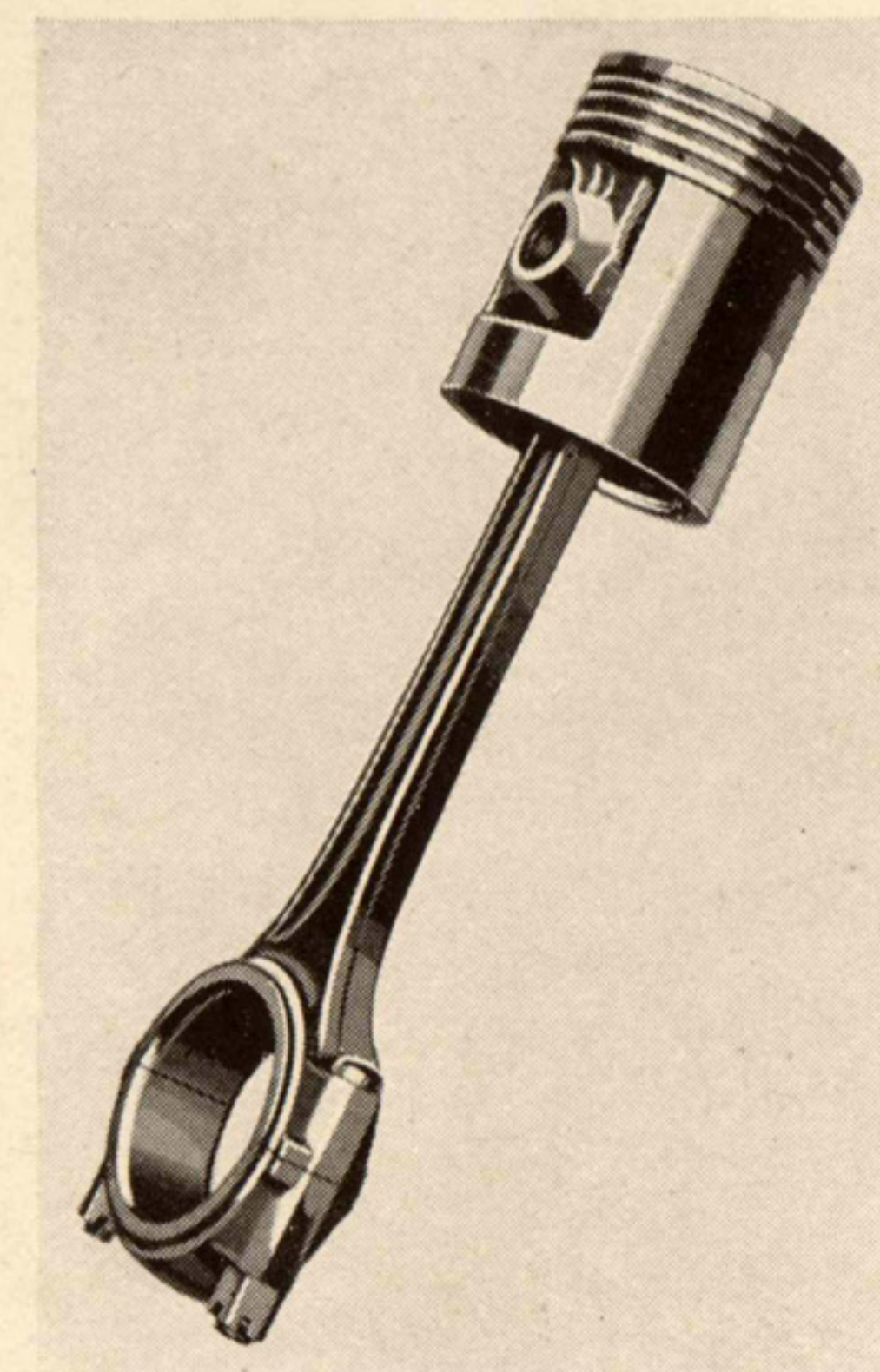


Chrysler Six smooth flow of power is due in large measure to a heavy, perfectly balanced, counterweighted crankshaft equipped with impulse neutralizer.



Hydraulic shock absorbers and scientifically designed springs of finest alloy steel, contribute greatly to excellent riding qualities of the new Chrysler Six.

Aluminum alloy steel strut pistons are light in weight and machined to exacting limits.



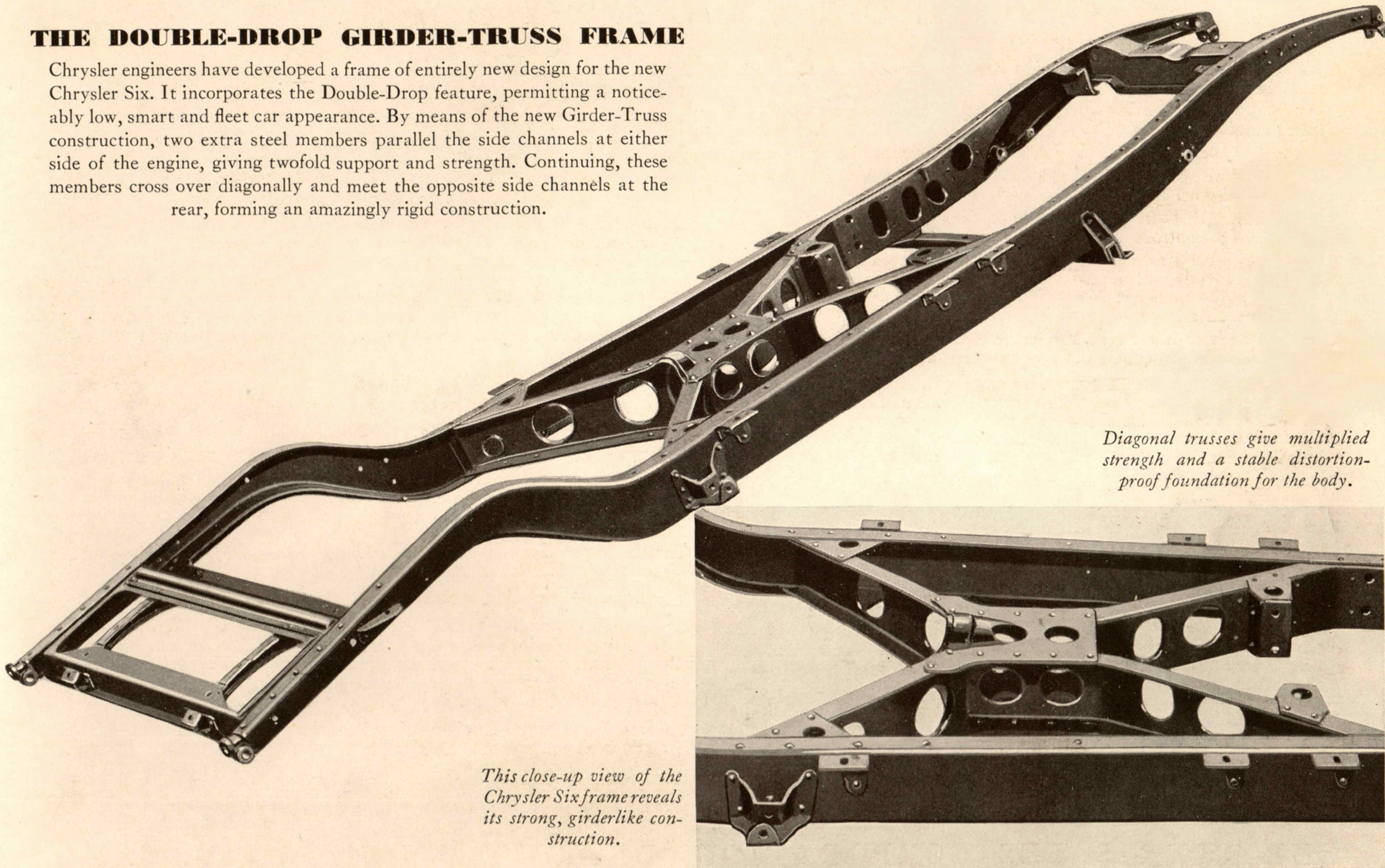
With a water capacity of four gallons; a large 17-inch 4-blade stagger-spaced fan and thermostatic control of water circulation, the cooling system has been carefully redesigned to provide proper cooling under all operating conditions.

THE DOUBLE-DROP GIRDER-TRUSS FRAME

Chrysler engineers have developed a frame of entirely new design for the new Chrysler Six. It incorporates the Double-Drop feature, permitting a noticeably low, smart and fleet car appearance. By means of the new Girder-Truss construction, two extra steel members parallel the side channels at either side of the engine, giving twofold support and strength. Continuing, these members cross over diagonally and meet the opposite side channels at the rear, forming an amazingly rigid construction.

Diagonal trusses give multiplied strength and a stable distortion-proof foundation for the body.

This close-up view of the Chrysler Six frame reveals its strong, girderlike construction.



S P E C I F I C A T I O N S

AXLE (Front)—Heat treated. I-section drop forgings. Adjustable tapered roller bearings.

AXLE (Rear)—Semi-floating, pressed-steel housing. Drive gear and pinion spiral bevel type, nickel alloy steel, carburized and hardened.

BODIES—Chrysler designed. All-steel, insulated against noise and squeaks.

BRAKE (Service)—Chrysler 4-wheel hydraulic, internal-expanding, with new Centrifuse drums.

BRAKE (Parking)—External-contracting on drum mounted at rear of transmission, hand-controlled.

CARBURETOR—Plain tube type, provided with idle speed adjustment, with fixed jets, covering all necessary ranges to compensate for variations of altitude, peak summer and winter conditions. Equipped with accelerator pump, and air cleaner integral with intake silencer.

CLUTCH—Single dry plate type. Automatic vacuum control with Silent Gear Selector (special equipment at slight extra cost).

COOLING SYSTEM—Water capacity, four gallons (3.3 imperial gallons); circulated by centrifugal pump driven by extension of fan shaft. Cellular radiator with detachable shell. Four-blade 17" stagger-spaced fan driven by V belt with adjustment provided. Thermostatic water control. Dash heat indicator.

CRANKSHAFT—Balanced and counterweighted. Supported on four babbit-lined main bearings. Impulse neutralizer.

DRIVE—Hotchkiss type horizontal drive.

ENGINE—L-type, water-cooled, six cylinders, four-cycle. Bore, $3\frac{1}{4}$ "; stroke, $4\frac{1}{2}$ "; N. A. C. C. horsepower, 25.35; developed horsepower, 82; piston displacement, 223.98 cubic inches. Suspension: Two-point, cradled in rubber, with steady rest; torque reaction taken by cantilever spring. Unit type. Firing order, 1-5-3-6-2-4. Full force-feed lubrication to all crankshaft, camshaft and connecting rod bearings. Spray from small metered hole in connecting rod bearings lubricates cylinders. Four-bearing crankshaft; four-bearing chain-driven camshaft.

ELECTRICAL SYSTEM—Generator: Third-brush regulation, six-volt type. Starting Motor: Six-volt type with manual shift. Battery: Six-volt, 100-ampere-hour capacity. Single-wire system. Automatic spark control.

FENDERS AND RUNNING BOARDS—Heavy sheet steel, rustproofed.

FRAME—Double-Drop, Girder-Truss type.

FREE WHEELING—In all forward speeds. Controlled by button on the dash.

FUEL SYSTEM—Fuel pump driven from camshaft, visible sediment trap. 15.5-gallon (12.9 imperial gallons) fuel tank. Fuel supply tank of rustproofterne plate. Electrical fuel gauge on instrument panel. Intake silencer integral with air cleaner. Accelerating pump.

LUBRICATION—Engine: High-pressure to all crankshaft, connecting rod and camshaft bearings. Pump located on right side of crankcase, driven by timing shaft from spiral gear on camshaft. All other working parts lubricated by positive spray under pressure from metered hole in upper half of each connecting rod bearing, also from crankshaft and camshaft. Timing chain lubricated by direct oil leads. Oil capacity, six quarts. Pressure gauge on dash. Level indicator on left side of crankcase toward the rear from the filler.

OVER-ALL LENGTH (with bumpers)— $179\frac{21}{32}$ ".

PISTONS—Aluminum alloy steel strut.

SHOCK ABSORBERS—Hydraulic type. Standard on all body styles.

SPRINGS—Semi-elliptic with shock absorbing device on left front spring.

STEERING GEAR—Semi-irreversible worm-and-sector type. Adjustable for wear. Steering arm drop forging heat-treated. 18" three-spoke wheel.

TIRES—Balloon cords, nonskid tread on all wheels, size 5.50/18.

TRANSMISSION—Easy-shift, constant-mesh, three-speed, selective sliding gear type with silent second gear.

WHEELBASE—116-inch. Over-all length, with bumpers, $179\frac{21}{32}$ ".

STANDARD EQUIPMENT—Five wire wheels with spare wheel mounted on rear. Demountable wood wheels with spare wheel mounted on rear are optional equipment. Automatic windshield wiper. Adjustable sun visor in all closed cars except convertibles. V-type double windshield. Stoplight. Depressed-beam head lamps. Tools.

SPECIAL EQUIPMENT—Duplate safety glass, bumpers (front and rear) and fender-well equipment available at extra cost.

NOTE—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 make like changes on vehicles previously sold.

CHRYSLER SALES CORPORATION, DETROIT, MICHIGAN U. S. A.

